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1½

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in hydraulic braking

OVERDRIVE

WHAT IT DOES
AND WHAT IT MEANS

The Motor
Contd

ber 3, 1952.

Contd

December 3, 1952

CORRESPONDENCE
Fibreglass Production

The Overdrive Vanguard

IN review may I refer you to your report on the Standard Vanguard of September 10, 1952. As I now have my second Vanguard—and the second as good as the first—I venture to call your report a little conservative as to both performance and m.p.g. It is a wise stand no doubt but the car is capable of a consistently better performance than that quoted. My car—late 1951—is equipped with overdrive. The availability alone of overdrive made me dispose of my first vehicle. I use the car for long-distance high speed commuting from my place of duty to visit my family and return. I have done a 2,500-mile return trip over a long week-end.

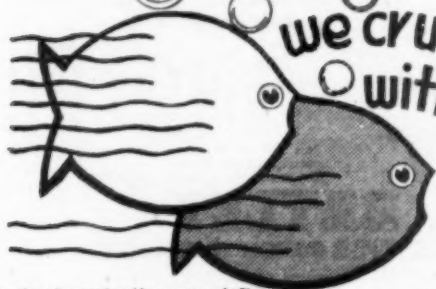
I find the car capable—flat out and in good trim—of a shade under 85 m.p.h. in still air. Figures by stop watch; car in overdrive and with balanced wheels and all tyres 2 lb. over handbook figures. For a 60 m.p.h. overdrive cruise I average 32.5 m.p.g. over 1,050 miles. If one is content to do 45 m.p.h. then the m.p.g. climbs to 36.5 over a hundred-mile test. However, on the open highway, holding the overdrive Vanguard to 45 requires concentration—the car seeks 60 quite without effort.

The overdrive makes it a completely different car and the additional cost is worth many times the investment to one who makes long runs. The engine is exceptional—trouble free and probably the best ever without adding one par. piston engine ever without adding one par. continuous, fast miles were up to par. This is a very sound all round car capable of staying right with any North American vehicle of average h.p. Its upkeep is below average in cost and its riding quality excellent. Handling on winding roads is superb and the seating and visibility almost perfect. (The rear view mirror position and relatively thick door post might be improved.) My Vanguard mileage is almost 60,000 in just under three years.

H. PEARCE.
Wing Commander R.C.A.F.
Halifax, Canada.



we cruise
with ease



Laycock-
de Normanville
verdrive

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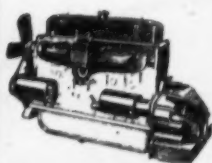
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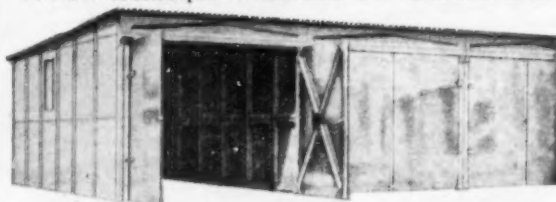
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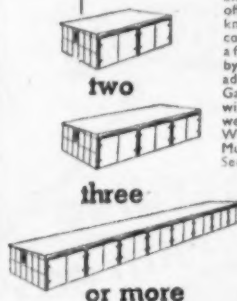
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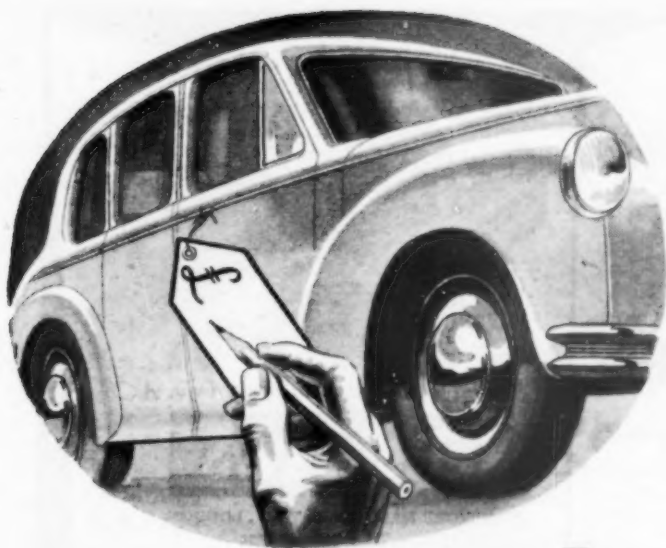
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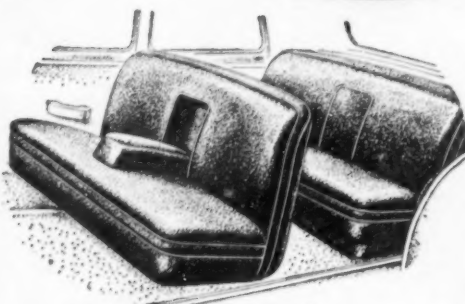
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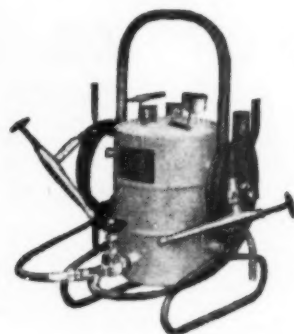
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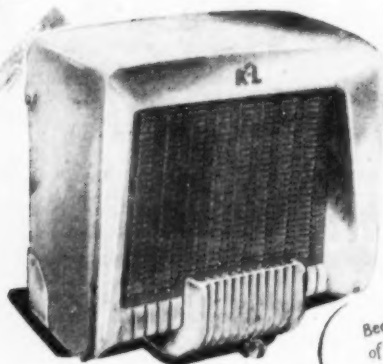
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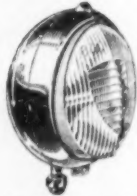
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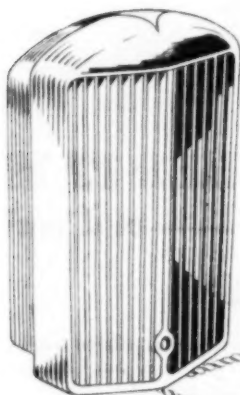
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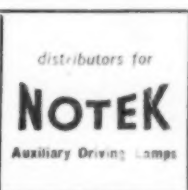


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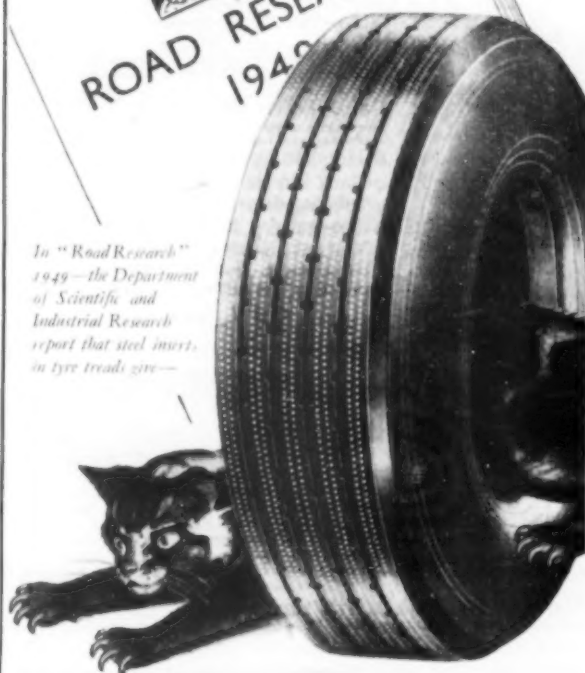
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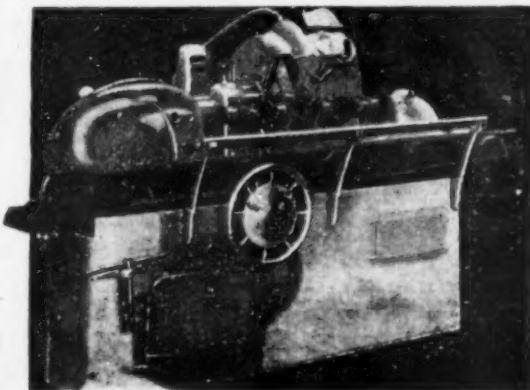
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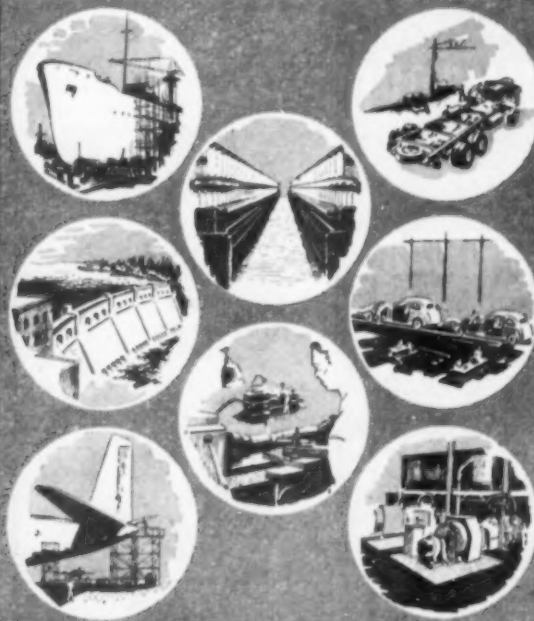
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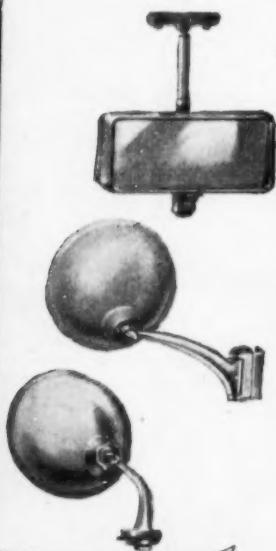
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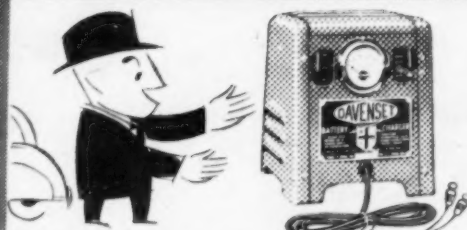
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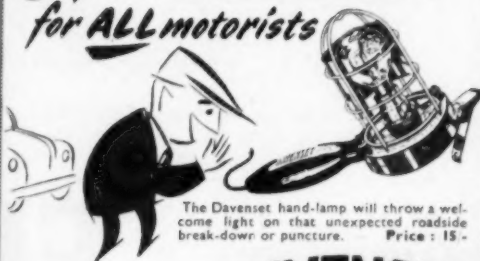


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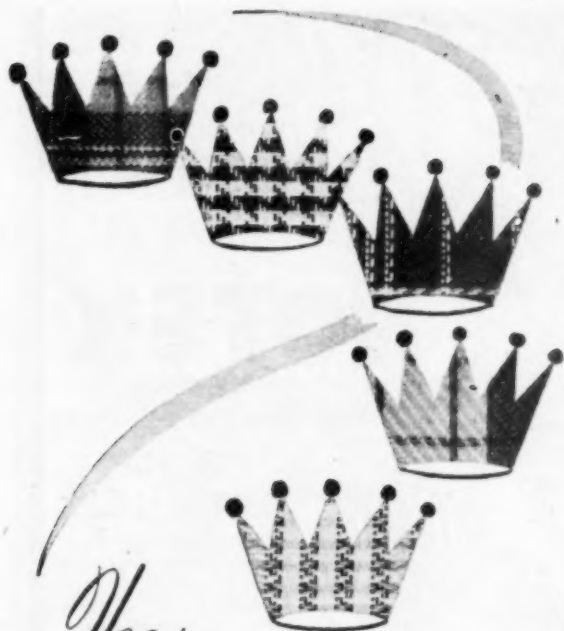
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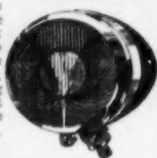


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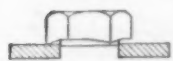
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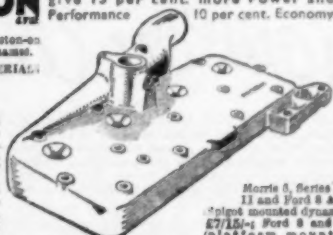
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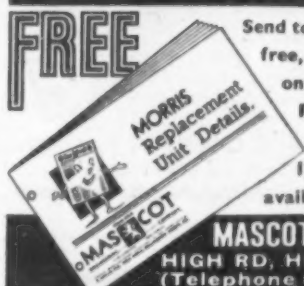
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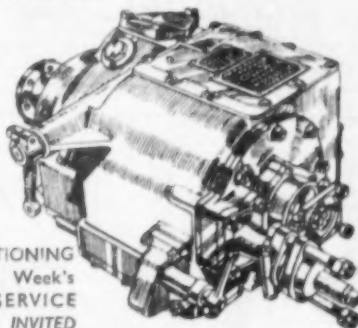
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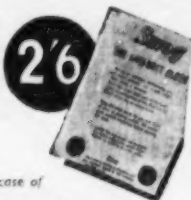


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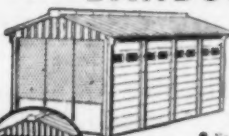
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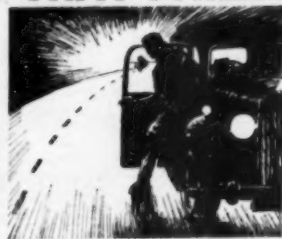
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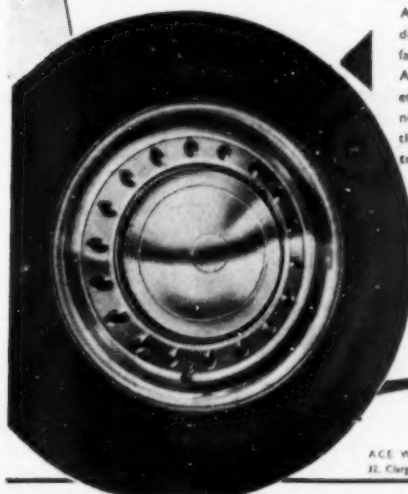
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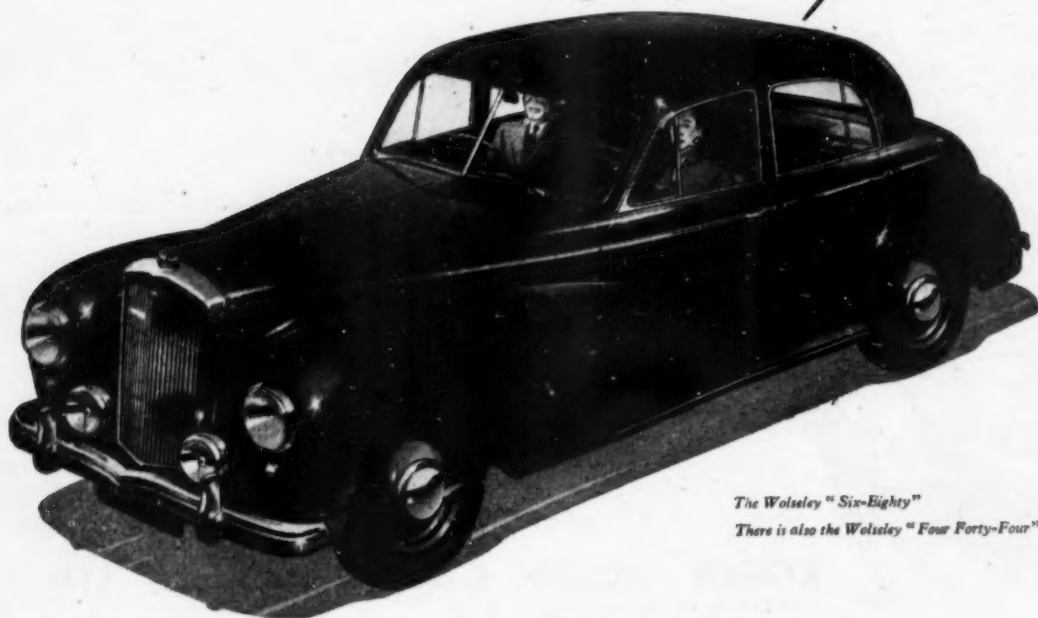
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EDITOR

H. S. LINFIELD

MIDLAND EDITOR

A. G. DOUGLAS CLEASE,
B.Sc., A.M.I.Mech.E.

ASSISTANT EDITOR

MICHAEL BROWN

TECHNICAL EDITOR

GORDON WILKINS

EDITORIAL DIRECTOR

ARTHUR B. BOURNE

Editorial, Advertising and
Publishing Offices:DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.1.Telegrams: Autocars, Sedist, London.
Telephone: Waterloo 3333 (40 lines).

BRANCH OFFICES:

COVENTRY

8-10, Corporation Street.
Telephone: Coventry 5210.

BIRMINGHAM, 2.

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The Autocar

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No. 2982

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Vol. XCVIII

After Dark

APPEARANCE of the Road Research Laboratory's published conclusions on accidents after dark adds nothing to what has already been made public by the Laboratory on the subject. It provides an opportune moment, however, to reiterate the two outstanding examples on the road after nightfall of a lack of reasonable consideration for other road users—to put it as mildly as possible.

The first is the rear lighting of heavy vehicles. Following criticism by H.R.H. the Duke of Edinburgh, some commercial vehicle owners, and one manufacturer, took immediate steps to improve matters, and steps are in hand, we understand, to deal with the nationalized road transport vehicles in this respect. But too many commercial vehicles still continue their lumbering nocturnal passage with only a pin-point of red light, almost arbitrarily placed, inadequately revealing their presence to following traffic.

Collision with them on the move is not infrequent; collision with stationary heavies is all too frequent and invariably disastrous. Yet almost always these vehicles are forced, by their nature, to remain on the road itself when they are brought to a halt—another indication of governmental neglect of road work.

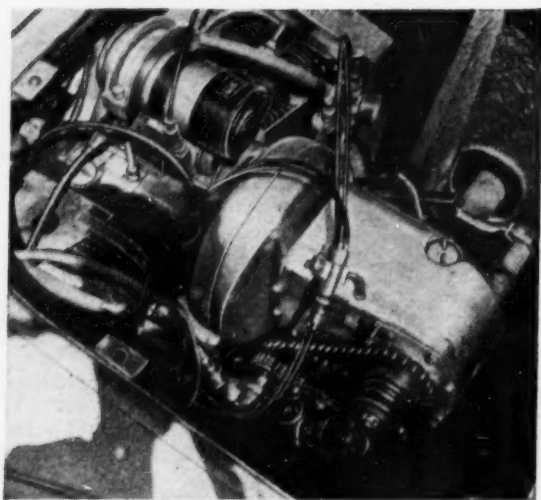
The second anti-social night road user is the rear-unlit cyclist, and the fact that his defiance of the law usually results in his own injury is no mitigation of his offence. In excusing their continual harassment of motorists over street parking and observation of the speed limit, the police are wont to reiterate that their first duty is to save life. No one would disagree with this admirable definition, but many motorists who drive, say, thirty miles out from their place of business to their homes at night, must wonder why a police car does not make a similar journey each night, apprehending the law breakers, who are usually to be observed, needlessly endangering themselves on two wheels minus any rear light.

Under Scrutiny

RUMOUR is persistent that the new Road Traffic Bill to be presented by the Minister of Transport will contain provision for vehicle-testing stations to be established. If so, this will, on the whole, be a pity, and that opinion is voiced with all road safety considerations in mind.

There are various reasons for this opinion. Vehicle defects have never figured very largely in the reasons for accidents attributed by the police, and although such statistics are not too trustworthy, it is safe to accept defects as very much a minority cause of mishap. Secondly, who is going to pay? The establishment of special vehicle testing stations, or the equipment and utilization of existing garages for the purpose, would be extremely costly. Added to this must be the cost of delay to the two and a half million motorists of this country as they applied and attended for their periodical tests. If such expenditure can be afforded it would be better applied to road remedial measures that would show a more certain return for the outlay, notably on the transformation of dangerous existing stretches into comparatively safe twin-track sections; that such work has a positive result in reducing accidents can be proved by reference to British and American statistics, many of which have been quoted in *The Autocar*.

A third reason is that, where such vehicle testing is already in force, opinion is divided as to its effect. Readers will remember the outspoken article in this journal condemning vehicle testing as practised in Vancouver, British Columbia, and they will, with us, be inclined to ask the old question, *Quis custodiet ipsos custodes?* Routine procedures, carried out at Government behest, are rarely outstanding examples of efficiency and devotion to duty. Moreover, the level of skill and judgment required of a vehicle tester is hardly likely to be obtainable nowadays at the kind of salary normally associated with Government appointments of this calibre.



Installed in the Iota sports car, the 348 c.c. o.h.v. Douglas horizontally opposed twin gave the very useful maximum of 70 m.p.h. and a fuel consumption of 75 m.p.g. With a compression ratio of 7.25 to 1 this engine develops 18 b.h.p. at 6,000 r.p.m. It is air-cooled.

number of people than was possible before the class was instituted. Without entering into a controversy concerning the relative merits of racing to improve the breed of ordinary production cars, it would seem logical to assume that if a 500 c.c. car using a racing motor cycle engine (or even a tuned production type of engine) can propel a single-seater racing car at speeds over the 100 m.p.h. mark, such an engine tuned to a slightly lesser degree should be able to propel a low-drag two-seater car at a useful rate of knots, and also with an economical fuel consumption.

As most of these small racing cars are powered by motor cycle engines, a brief analysis of the performance of current motor cycle sidecar outfits will give some indication of what might be expected of a small two-seater sports car. The range of motor cycle sidecars within the capacity limits of 500-1,000 c.c. (tested by *The Motor Cycle*, and included in the 1949-52 edition of this associate journal's Road Test Book) shows an average top speed of 66 m.p.h., together with

SMALL *but* FAST

IS THERE A FUTURE FOR THE SMALL FAST CAR ON LINES AT

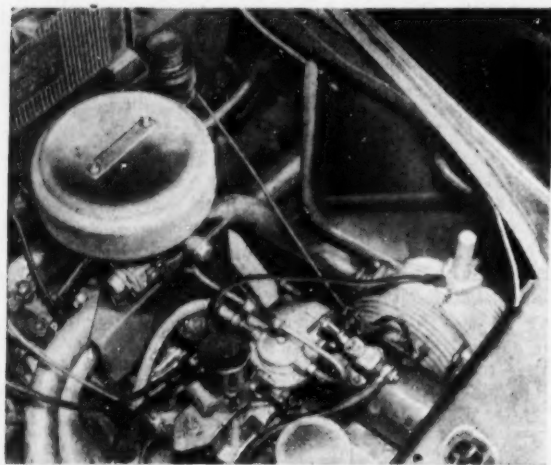
WHEN people talk about a small car it is usually assumed that they are thinking of the economy vehicle with a relatively low performance, extremely good fuel consumption and accommodation for up to four persons. There is, however, another type of small car that would fill a need created by the prospective owner who desires a small car but also wishes to go fast; yet has relatively little money to spend. In racing circles the introduction of the 500 c.c. class did perhaps provide a solution, enabling the sport to be enjoyed by a very much larger

an average fuel consumption of 48 m.p.g. at a speed of 40 m.p.h. Although the top speed figure would not appear particularly exciting to a potential sports car owner, the fuel consumption figure most certainly would. Now, if individual examples are considered from the seven vehicles from which these averages are obtained, some even more interesting results come to light. For example, one machine reached a maximum speed of 88 m.p.h. and at the same time produced a fuel consumption of 64 m.p.g. at 40 m.p.h., while other examples with a smaller engine capacity produced a maximum speed of 73 m.p.h. and a fuel consumption of 57 m.p.g. at 40 m.p.h. Such performances would appear very attractive if they could be obtained from a four-wheel vehicle, and on the face of it there is little reason to assume that they could not be accomplished.

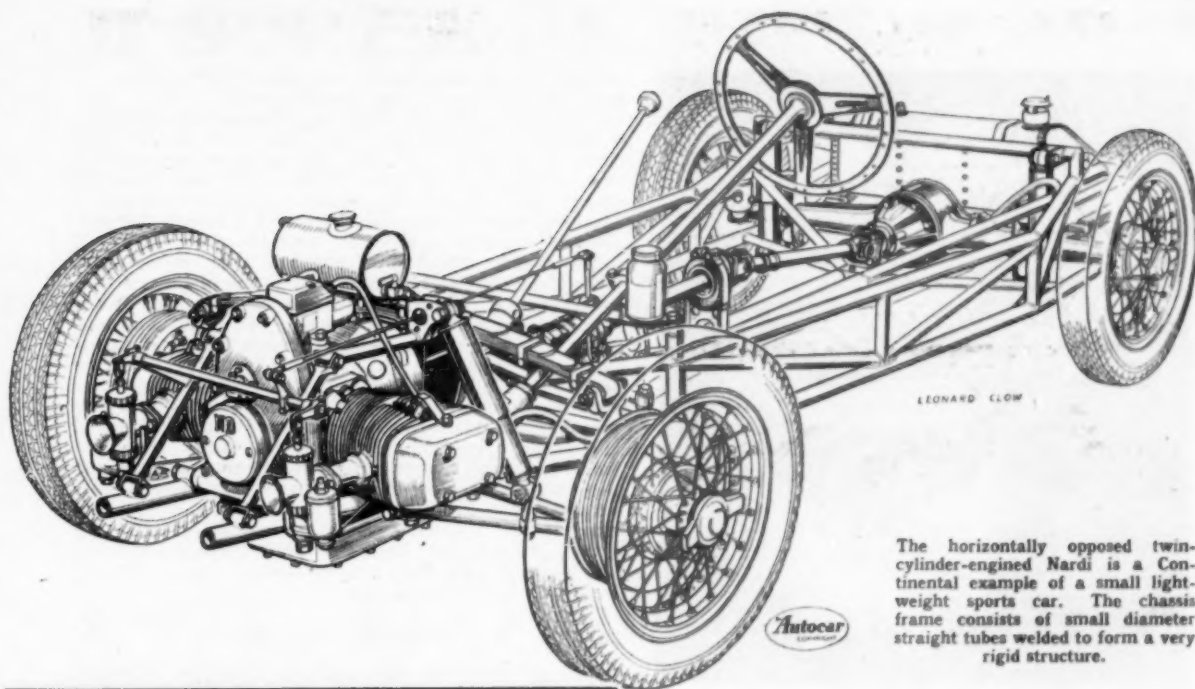
By Scaling Down?

In producing a small vehicle a designer is often tempted to scale down one of his larger models. This idea is sound if he could also scale down the passengers who are to ride in it. He cannot do this, and in consequence some of the smaller cars suffer. One big problem in designing a small-engined car with a high performance is the reduction of drag. However, if the performances shown are obtainable with a motor cycle and sidecar, which can be considered as a two-track vehicle, and in which the rider and passenger are seated side by side, such results should be possible with a streamlined vehicle that should have less drag than the irregular shaped sidecar outfit.

In most things connected with engineering there is very little that is completely new. These ideas have been considered in the past from time to time, and satisfactory results have been obtained. The Morgan three-wheeler with a V-twin engine can be regarded as being one such attempt. It offers considerably more weather protection for its driver than that afforded by a motor cycle and sidecar, and it also has a good performance, but, of course, still has only three wheels.



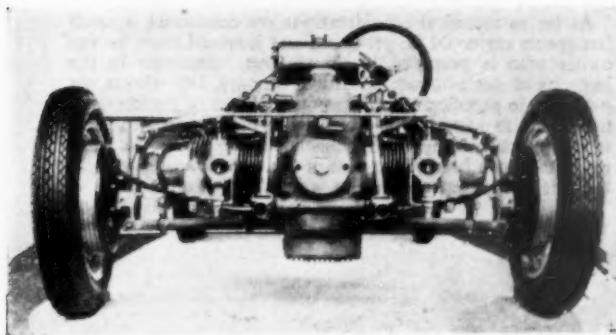
The 745 c.c. horizontally opposed air-cooled twin used in the Dyna Panhard 120 develops 32 b.h.p. at 5,000 r.p.m. with a compression ratio of 7.5 to 1. The overhead valves are operated by torsion bars and the deeply finned aluminium cylinder barrels are shrunk over steel liners.



The horizontally opposed twin-cylinder-engined Nardi is a Continental example of a small light-weight sports car. The chassis frame consists of small diameter straight tubes welded to form a very rigid structure.

Autocar
LONDON

PRESENT REGARDED AS UNORTHODOX?



The extremely low overall height of the Nardi chassis can be seen in this view. An interesting design point is the use of forward facing carburettor air intakes.

The problem is, then, to produce a two-seater four-wheeler sports car with an engine capacity of between 500 and 1,000 c.c. that not only has a worthwhile maximum speed, but also has a useful fuel consumption at the cruising range. The provision of a good power-to-weight ratio, which means reducing the weight to a minimum, together with the reduction of drag, are the two most important factors. To reduce drag the frontal area must be small and the body must be of a good streamline shape. This often entails making the car relatively long (the human anatomy is such that it can be positioned either vertically or horizontally, or in any combination of these two), but if the roof line is lowered the seat must be lowered, and therefore more space between the seat cushion and the toeboard will be required. But if the overall length is increased the weight may also be increased, and this will adversely affect the power-to-weight ratio.

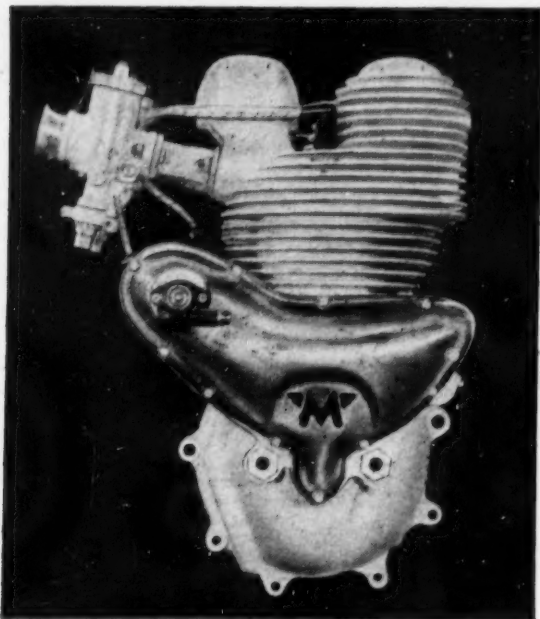
How, then, can the best compromise be made? Obviously

the frontal area must be reduced as much as possible, yet if a two-seater body style is used, by careful design it is possible to arrange low seating, and consequently low overall height without making the car unduly long and therefore spoiling the power-to-weight ratio. On the other hand, it is quite likely that the general design and construction must be considerably modified as compared with an orthodox British vehicle. In fact, the frame construction could be very much like that of some of the 500 c.c. racing cars. Also, if the design is carefully considered, the vehicle need not necessarily be expensive to produce at least by sports car standards.

To power the proposed vehicle, again following the 500 c.c. racing car practice, a motor cycle type of engine would be quite suitable, yet an orthodox car layout with the engine at the front and drive to the rear wheels would perhaps be desirable. Although a satisfactory front wheel drive unit like that of the Panhard could be used it would be more costly. Further, a forward-mounted engine would assist cooling, particularly if air cooling was used, as is normal motor cycle practice. Although a single-cylinder engine could be employed, a much more satisfactory solution would be obtained with a multi-cylinder engine, particularly a horizontally opposed twin-cylinder unit.

An Italian Example

One attempt to produce a car meeting most of these requirements has been the Nardi, in Italy. This vehicle, as seen at the Paris Salon, has an air-cooled horizontally opposed twin-cylinder engine with an orthodox type of transmission. The engine is at the front and the drive is by a two-piece propeller-shaft to the rear wheels. It has independent front suspension by means of a transverse leaf spring, and lower wishbones, while the rear suspension is by quarter-elliptic leaf springs. Perhaps the most interesting feature is the chassis design; this is produced by a welded-up structure of small diameter tubes, a method of construction that is light in weight, extremely strong, and relatively simple to produce, as the entire structure employs straight tubes; consequently no complicated bending is involved. This type of construction would enable a car to be produced in limited quantities, as the chassis could be produced on a

SMALL but FAST continued

Unusually interesting in the vertical twin class is the G.45 Matchless racing engine. Of 498 c.c. capacity, this engine develops in excess of 48 b.h.p. at 7,400 r.p.m., using 80 octane fuel and a compression ratio of 9.4 to 1. Both the cylinder head and block are of light alloy using cast-in valve seats and cast iron liners. The crankshaft runs in three main bearings. Although Associated Motor Cycles, Ltd. are producing this engine in limited numbers for complete motor cycles only, it is to be hoped that it may eventually be available to private constructors. Interest has also been shown by builders of light aircraft.

simple jig without the need for press tools. The result might be slightly more expensive than a quantity-produced pressed article, but it would be quite suitable for the production potentialities of a car of this type.

In regard to power the horizontally opposed type of engine appears to be the obvious answer, and there are several examples available in the motor cycle world. It will be remembered that in *The Autocar* of June 22, 1951, a prototype car using the Douglas engine was described. This vehicle, powered by a 348 c.c. sports twin-cylinder engine

mounted at the rear, had a very useful performance. A maximum speed and a fuel consumption of 70 m.p.h. and 70 m.p.g. were the aim of the designer, and it should be recorded that although no actual performance figures were taken by this journal, the car did appear to have a very lively performance. So there is little doubt that an engine of, say, twice this capacity would result in a very potent small car, provided that it was designed as a sports car and not as a scaled down six-seater saloon.

The biggest difficulty in producing a car in relatively limited quantities at low cost would be the production of a low-drag body. This could be either open or closed, but it must of course be light in weight. To produce a really cheap body by orthodox methods involves the use of expensive dies and press tools. On the other hand, a suitable body could be built by hand at a greater expense. Some cars have been produced with cast light alloy bodies, and it is possible that this method of construction might offer an alternative to orthodox methods. Yet another possibility would be the use of plastic materials, but even assuming that they were satisfactory from a durability viewpoint, it is doubtful whether they would be suitable for limited production vehicles. On a car of this type, in the interests of a good power-to-weight ratio, the interior would of necessity and by design be spartan, with the interior trim consisting of little more than a coat of paint!

Abolishing the Dials

Fittings should be eliminated unless they are absolutely essential. With the exception of a speedometer—a legal requirement—the instruments would be conspicuously absent. Warning lights weigh less and are much more likely, in the type of machine envisaged, to attract the driver's attention than a mass of dials which distract his attention from the road ahead. The abolition of instruments would incidentally result in the elimination of instrument lighting, and so cost and complication would be further reduced.

As far as technical considerations are concerned, a small fast sports car could be produced and it would cater for the owner who is prepared to do without refinement in the interests of performance and fuel economy, but who is not prepared to sacrifice too much potential loss of performance in relation to a fast motor cycle sidecar outfit. In fact, there is every reason why the performance should be, in some respects, much better than that of the three-wheeled vehicle, because of the improvement in wind cheating qualities.

E. J. R.

The 348 c.c. Douglas-engined car built by the designers of the Iota 500 c.c. racing car, R. D. Caesar and R. Bickerton. The weight, with five gallons of fuel, is only 768lb, and the frontal area is 12½ sq.ft.



MONTE CARLO

—THIS MORNING COMPETITORS ARE NEARING THE END OF THE ROAD SECTION OF THE 1953 MONTE CARLO RALLY : AS *THE AUTOCAR* CLOSED FOR PRESS CARS AND THEIR CREWS WERE GETTING—

UNDER WAY

AS the pitch of excitement rose for the start on Tuesday of the Monte Carlo Rally (excitement rarely

seen in other events with the exception only of such classics as the 24-hour race at Le Mans), competitors were faced with the wide variety of conditions which has come to be expected as an integral part of this great test of cars and crews. Uneasiness was felt in Glasgow, Monte Carlo, Stockholm, Lisbon, Palermo, Munich and Oslo as zero hour approached; but as J. A. Cooper pointed out, in his broadcast from Monte Carlo on the evening before the start, the snow had become hard packed and well sanded in that area, and if there was not another fall the

prospects were not as bad as they could have been.

Fog was the great worry for the Glasgow starters, which naturally included most of the British entry, for in the Home Counties visibility was difficult on the day of the start. It cleared during the day, but the weather men forecast more fog during the night when the cars were due to pass down through the south of England. Generally, however, the conditions were improving in the stage immediately following the start and competitors were optimistic.

But nothing is more unpredictable than the "Monte," and as, on Tuesday, the cars set off there was plenty of time for the picture to change.

Mr. and Mrs. H. Sutcliffe was remarkable for the long shades on its four head lamps and for the suggestion of power quite out of keeping with its moderate size.

The cars of the old hands, such as Sydney Allard, were conspicuous for their workmanlike appearance and complete lack of fancy gadgets. Sydney's brother was concerned only with one thing: that there should be no fog on the road to Dover.

Lex Davison, leader of the first Australian crew ever to enter the Rally, was worried by another weather aspect. He had never seen snow, far less driven on it. He is driving the Australian-manufactured Holden.

Fifth Time Lucky

Making his fifth drive in the event, and his third with the Hillman Minx, Maurice Anderson added yet another aid to navigation. A recorder fitted in the car will describe to him, in his own voice, the final stages of the route and remind him of his next move. It will be surprising if the Minx is not high again in the list of *conours* awards.

The hospitable Royal Scottish Automobile Club provided luncheon for every competitor, and secretary A. K. Stevenson answered questions and provided solutions for all kinds of problems that made one contender for the *Coupe des Dames* call him the Godfather of the Rally.

GLASGOW

SEVERAL thousand spectators turned out at mid-day in Glasgow to cheer on the 103 starters who took aim at Monte Carlo from the north of Britain. Humour had its place, too, for a few minutes before the cavalcade was off the unofficial "entrant" set out in his minicar. This was Lt.-Col. Crosby, whose Bond had been turned down because three-wheelers are not accepted in the Rally, but this resolute gentleman was not to be outdone and set off good-naturedly, after extensive practice with the car, to see how he could match up with the "real cars." The officials sportingly provided the necessary route cards.

In the absence of Lord Weir, occasioned by a sudden bereavement, Mr. Alexander Frew, chairman of the R.S.A.C., flagged off the first car at 12.58 p.m. This was the Jaguar saloon of M. Wick and co-driver M. Levy, and from that time onwards the cars streamed south, the ranks broken only by the non-starters. J. M. Hawthorn was not there because of his absence from the country owing to his driving in the Argentine G.P. for Ferrari. Also not available at the start were C. Holden (Standard Vanguard), F. G. Curtis (Allard) and D. Perring (Sunbeam-Talbot).

Sealed Ballast

More humour was provided by the ballast to be found in some cars in which the passengers were not up to the regulation minimum weight of 132lb. In the Jaguar with the Appleyards were two bricks in brown paper, and the Austin of Mrs. Grounds carried a piece of nail-studded wood. The ballast was officially

sealed and was scheduled, all being well, to be presented to the officials at the finish.

Most eye-catching of the Glasgow cars was Miss H. N. Dunham's Rover, with its body in two shades of violet, and upholstery of delicate dove grey; while the most distinguished looking entry was that of W. M. Couper—the magnificent dark green Bentley. From the windscreen wipers on its head lamps to the Rally plate at its tail the car was the embodiment of elegant grooming. The little Porsche of



Glasgow starter: Mr. D. Franklin, of Enfield, leaves home for the starting point with his Austin Countryman.

MONTE CARLO UNDER WAY . . . continued



"But it'll be all right on the night"
—Sydney Allard comes to grief on the Dijon-Grasse section of the route while making a pre-rally reconnaissance.

The A.A. had co-operated well, and weather information was dispensed with a ghoulis reaction on the part of some of the spectators. The reports given to the drivers immediately before the start said that conditions were difficult along most of the route to Dover, which was used this year for the crossing instead of Folkestone. Visibility was down to 50 yards at the summit of Shap and at Lancaster. At Wigan and on through Cheshire the roads were reported as being icy, and visibility was down to between 75 and 100 yards. In the report, the worst section was thought to be part of Shropshire, where one could see for only about 20 yards.

And Again — Fog!

As the Press wires hummed with the latest news of the U.S. Presidential Inauguration, reports of conditions everywhere made it clear that fog was the most formidable enemy in the early stages of the Rally, although it remained to be seen what would have the most serious effect later on. Rumours, of course, were depressing! Silver City Airways came into the pre-start chatter as it was discovered that H. L. Watkins (Allard) and C. M. Needham (Lancia) were going to climb aboard a plane with their cars near Dover and alight at Le Touquet, thus saving time and inconvenience on the crossing. Fog suggested that the flight might not be possible, but by the time these Glasgow starters were in Carlisle spirits were rising, for no serious difficulty had by that time been encountered.

LISBON

A FRENCHMAN led the way from the Lisbon starting point an hour and a half before the competitors were released. He was mounted on a 250 c.c. motor cycle and, as with the Bond from Glasgow, the plan was to cover the route to time without falling foul of the competitors.

The rider of this machine was Pierre Monneret, and as is usual with the ex-

cited crowds who assemble to see the competitors off, Monneret was assured of a loud "bon voyage." Just inside the Franco-Spanish border Georges Monneret, his father, who has held world motor cycle records, stood by to take over.

But this was the carefree side of the event, and soon the actual competitors were setting off with more serious matters on their minds. Lisbon, of course, is one of the happier starting points because the weather is normally better than that which may be expected in Norway or Sweden; better usually than that of the Sicilian start at Palermo; and better than the conditions facing those who stick to Britain for the wave of the flag.

So it was that the Lisbon starters left

without serious thought or worry except for the later stages, where snow was assured.

PALERMO

AN all-Italian field of 11 cars left Palermo on the first leg of their trip up through Italy, the seven non-starters including the two non-Italian entries from this point. These were the Alfa Romeo of J. Herzet (Belgium), and the Renault of A. Ploeg (Holland). The weather was cold and cloudy, and grim warnings were being issued to the effect that competitors could expect icy roads in Calabria, southern Italy. Organization was smooth and the cars were well-wished on their way according to schedule.

For the past three days, competitors have been contending with fatigue, mountainous country and weather conditions as they covered the 2,050 miles from their widely separated starting points to converge on Monte Carlo. Sufficiently severe is the road section with its required average of 31½ m.p.h. including all stops, but drivers have yet to face the regularity test on the Col de Bras circuit.



STOCKHOLM

IN the usual atmosphere of arclights, ciné cameras and cheering spectators 42 competitors left Stockholm in weather which was clear but freezing. Roads were reported good but icy to the first control; after that considerable fog and slightly higher temperatures to the German border were expected. First car away was the little Renault of Finns Barck and James, who made a colourful showing in their blue nylon overalls. A massive Finnish flag was painted on the car's side and there seemed to be at least a dozen spare wheels on the roof. This year most cars travelled light, equipment being limited to real essentials, but an exception was the beautifully turned out Sunbeam-Talbot of roogeadyk, which carried chromed spades—and about everything else imaginable, including a large desk ashtray on the propeller-shaft tunnel. The car was finished in a delicious shade of ice-blue.

Most of the Scandinavian experts were there. Mrs. Molander had to get police support to get away from her fans and into her Saab. First Swede in the final test last year, Borson was again driving a Javelin, while Wollert, who finished fifth in 1950, was once more Alfa mounted. Danish ace Neilemann also made a return appearance in a Zephyr. He, like many other Stockholm starters, favoured metal shades on the top of the head lamps. Mother and father Johansen, a stout-hearted, serious middle-aged couple, again left smoothly in a Sunday jaunt fashion in their grey Consul, which carried no extra equipment that one could see. The Finns as usual were very well mounted. Particularly attractive were the ultra-smart Comète of Lamminen, the Simca Sport of Walimaki and Sukki, the Allard of Vilkas, and the beautifully polished Jaguar of Korppoo, all of which got away very potently.

What Stockholm starters lacked in equipment they made up in badges. On the bonnet of a German Borgward 40 were mounted on a leather thong. The problem of badge suspension on the Larson Saab was overcome by mounting them profusely front and back. This little car also carried a bona-fide bed.

DOVER

NORMAL motoring was the verdict of the Rallyites on their trip down from Glasgow to Dover and the Lord Warden. The threatened fog blanket had not materialized, though there was some fog, especially on the northern side of Shap. Ice was not troublesome, and in the dark and early morning the cars arrived to form a great concourse at the docks.

Later, when all the cars had been through the control, officials reported that all starters from Glasgow were on board. Dover's garages had put right some minor troubles, such as the disappearing clutch of a Porsche, but nothing serious came to light.

The hazard most feared by a number of competitors—finding their way through the metropolitan maze in London—had been negated by the mass production supply of police motor cyclists and patrols to see competitors safely through. It was not until W. M. Couper's Bentley, car number 200, came along that a shortage of police guides became manifest.

Some competitors at Dover made the mistake of waiting in their cars to go through and have their time check, whereas it was obviously necessary to dis-



R.S.A.C. secretary, A. K. Stevenson, starts the only Australian car—the Holden of L. Davison

mount and proceed on foot, but this little difficulty was sorted out without tears or penalties.

The scene was an animated one, as groups of competitors stood around chatting and comparing notes in the peculiar headgear that has become a tradition of the Rally. The central position illuminating the scene brilliantly was the attendant of a news reel camera team, holding aloft a brightly burning firework of some kind which shed showers of glittering sparks.

There were a number of famous rally competitors in the Glasgow contingent, the Reece cousins with a little Ford appropriately registered as OKA 1, with vast louvres cut in the bonnet, and a fund of wisecracks about cars in general and their own in particular. Sydney Allard, accompanied by his brother, was there in a remarkably plain saloon—quite lacking in the roof racks, visible chains, spades, wolf traps and other impedimenta of the Rally cars.

The ladies' team, of Mesdames Dorothy Stanley-Turner, Nancy Mitchell and R. Fotheringham-Parker, wearing smart blue uniforms harmonizing with the blue of their 3-litre Alvis, made up one of the smartest turn outs. As usual, the Minx of Anderson and Hastie shone above others for the ingenuity of its comfort and fittings and elaborate navigation equipment. Australian driver, Lex Davison, in the Holden, confessed that he had not been brought up on snow, and that he looked

forward to the Continental section of the Rally. One of the trials people, Cyril Corbishley, is driving a Lanchester which must make a nice change from his formidable trials bounce. The Austin of J. C. Nairn struck a practical note; successful or stranded, the crew evidently didn't need to starve, for on the parcels shelf could be seen from the rear window what appeared to be the stock of a small sweet shop.

Head lamp fashions this year are, as usual, notable. Some competitors believe in a row of different fog and driving and pass, and every other kind of lamps, whose number is limited only by the width of the car. A great number of the Rally cars had been fixed up by Lucas with Lucas Continental three-pin bulb head lamps, and these gave some of the cars an unusual appearance. "Bug" deflectors, which it is hoped will also serve successfully as snow deflectors, are a fashionable fitting this year, and so are large hoods, like coal hods, over the lamps. The Sunbeam-Talbots undoubtedly took the prize for roof racks and the number of items which are stowed in them, but on the whole the cars are less cluttered up, perhaps, than they have been in the past.

A FULL REPORT OF THE RALLY WILL
APPEAR IN NEXT WEEK'S ISSUE



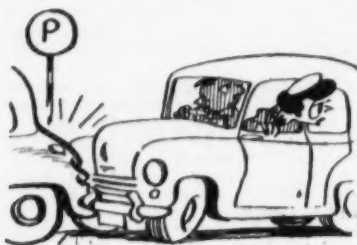
First away from Glasgow was M. Wick's Mark VII Jaguar, bagged off by Mrs. Prew wife of the R.S.A.C. chairman

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Parking

JUST before Christmas I pulled in to visit one of the big stores of outer London. It possesses a garage of its own and there are two public car parks adjacent, in each of which is the customary attendant satisfied with sixpence. All these are on the quiet side of the store, with the roads past them a rather peculiar network interspersed with islands. Through this network, however, there threads a continuous stream of traffic that uses the road behind the store as an avoiding route. Thus to the observant and motoring eye the place is full of the dangers of a shrewd and accidental blow, yet on that pre-Christmas morning, and at other times, the parking was reaching a height of absurdity that bespoke owner



Tip and run.

cluelessness, for cars were even enclosing the islands like strings of beads, and the antics of parking drivers and those who were getting away were potentially scratch-causing.

Frankly, I considered the sixpence for the near-empty car park well spent, for the only dents on my bumpers have been done by street manœuvring while I was away from the car, and I will pay sixpence as an insurance against tip-and-run injuries like those; that does not mean, however, that I am willing to be forced into sixpenny car parks in country towns that are so quiet as to suggest that my car is the only one stirring on a somnolent afternoon.

♦ ♦ ♦

Reaction Times

THERE is a tendency to place too much importance on what might be termed the laboratory figures of reaction times—that is, the time taken for a driver to respond to an alarm signal by applying the brake. Such a figure is obtained by using trainer vehicles and other such devices, and in warning against too much importance being placed on it I am not suggesting that "laboratory" tests are of little use; they have their place, but must not be misinterpreted.

The Road Research Laboratory carried out tests with skilled drivers and found that there was a considerable discrepancy between reaction times in different conditions. With a white light flash as a stimulus to a driver in a stationary vehicle, foot transfer time averaged 0.17 sec, and average total reaction time 0.35 sec. With a similar stimulus and in a moving vehicle on a track, foot transfer time was 0.17 and average total reaction time 0.45 sec. But in a vehicle in traffic and with the stimulus a pedestrian stepping on to a pedestrian crossing the average total reaction time was 0.8 sec, about twice as long, and the variation was from 0.1 to 2.5 sec.

The moral is that, even if you record a first-class figure on a timing device, be modest in the estimate of abilities on the road itself. There is little doubt that a good figure in one set of circumstances means a good figure in another, but it does not necessarily mean as good a figure.

♦ ♦ ♦

Curvature

WHY are screens being curved? Never one to be taken in by the outpourings of the publicity men, I often ask this question and fail to get a satisfactory answer. Listen to *The Lancet* on the subject:

"Various participants pointed out that the common practice of curving the wind-screen was detrimental in that it caused distortion, particularly of the sides where the curve was greatest, and that night driving was made more difficult by the secondary images of bright lights. This was not helped by the head lamps of following cars, since rear blinds are now usually omitted. Furthermore, continual renewal of wiper blades was necessary if the curved rubber was to clear the whole area wiped."

It is popularly supposed that visibility is being increased as a result of the curved screen. Literally that may be true, but it is not very useful visibility. In any case, no curved screen that I have met yet can approach the visibility to the front offered by the Triumph Renown and by certain high-class bodies from the specialists. The fact is, I suppose, that America curved her screens and now we must slavishly follow suit. Silly, I call it, though I approve of curving the back window; here the extra visibility means something.

♦ ♦ ♦

Up to the Job

IT seems to me that the most valuable attribute that one can bring to bear on a repair or servicing job is common sense. Once or twice lately I have been approached by owners who have started to do a job, encountered a breakage in the middle of it (often as

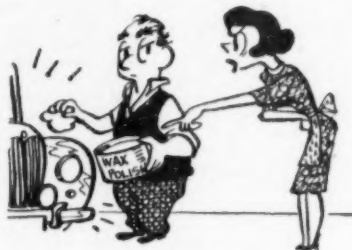
a result of using a tool not intended for the job) and then appealed to me as to what to do next. I rarely make any constructive suggestion, I admit, but I do usually reflect that the owner in question ought not to have got himself into such a quandary. There are one or two important questions that need answering before one undertakes a task. The first is, "Can I do it?" The corollary to that is whether the tool supply permits it, and, if not, what is required. But the third, and in some ways the really important one, is, "All right, so I can do it. But what can go wrong in the doing?" When unfamiliar and amateur hands get going on semi-skilled operations, breakages very frequently occur. The criterion as to the ability to do the job, therefore, becomes whether or not one can deal with the contingencies that are likely to arise in the doing.

♦ ♦ ♦

Wax

TAKEN to task by the expert who looks after the body of my car, I do not know whether to feel humbled or secretly rather pleased. "I have a bone to pick with you," he said, a day or two after I had shown him a Scribe-waxed car. "You waxed it all right," he went on, "but you didn't polish enough of it off." I pointed out the protective virtues of a coat of wax (left on) but he seemed unconvinced, looking rueful as he polished away. "D'you know which wax it was?" I asked. "Mrs. Scribe's household stuff—and a jolly good job it makes of it" (a bit defiantly, that). "All right on the chiffonnier," he retorted, "but your back panel..."

Professional jealousy, I call it.

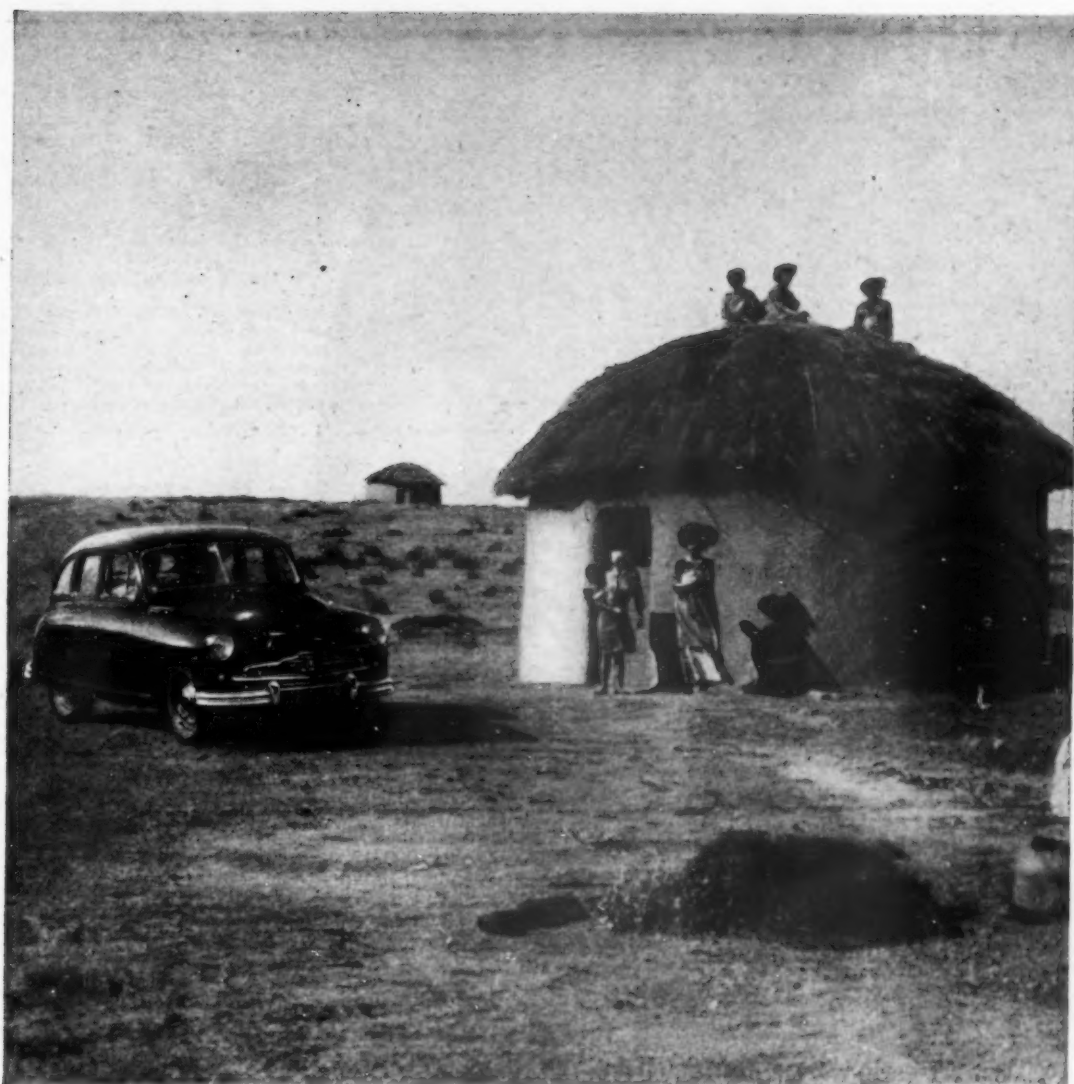


Household stuff.

♦ ♦ ♦

Acceleration Does it, Too!

IN a recent issue of the *Official Patents Journal* appears Pat. No. 683,964, the subject of which is "hair curlers." It is granted jointly to English Racing Automobiles, Ltd., and Sales Affiliates, Ltd.



A scene near Egem, London, South Africa

All that's best from Britain . . .

In South Africa the old and the new, the primitive and the modern exist side by side in fascinating contrast . . . but the demands of its people for the very best in design and skill are growing each year . . . that is why the Standard Vanguard is so much appreciated in this country of rapid development. Built by the finest engineering craftsmen, tested under the most arduous conditions here is a car that truly represents 'all that's best from Britain.'

Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY, ENGLAND.

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NEWS and VIEWS

New Roads for Finland

TO improve inland communications, and to bring new forest areas within the reach of the timber companies, a committee in Finland has recently drafted plans for 5,584 kilometres of new roads. At present Finnish roads are among the worst in Europe.

Covenant Ends

WITH the freeing of the Austin A.30 (Seven), Ford Anglia and Prefect, Morris Minor, Vauxhall Velox and Wyvern and the Renault, the Covenant scheme preventing the resale of new cars on the open market is at an end.

Accidents After Dark

ROAD Research Laboratory conclusions regarding accidents after dark are now available in published form under the title *Rear Lights of Motor Vehicles and Pedal Cycles* (H.M.S.O., 1s 6d). Most of the facts contained have already been given in this journal and the publication is intended mainly for traffic and safety engineers. It is Road Research Technical Paper No. 25.

Three Petrol Grades

AN unexpected three-grade petrol scheme has been adopted by the Esso and Cleveland companies, to take effect on February 1. Esso will be sold at the present price of Pool, Esso Mixture will be a premium fuel costing 2d more per gallon, and Esso Extra will be the best fuel possible, costing 4d per gallon more than Pool. Esso Extra is produced by a combination of the catalytic cracking and polymerisation processes. The latter process absorbs gases and other by-products of the fluid cat-cracker plant, and converts them into high-quality fuel. Cleveland Benzole Mixture will cost 2d more and Cleveland Super will cost 4d more than Pool.

New Lucas Batteries

NEW design features are incorporated in the King of the Road car battery just introduced by Joseph Lucas, Ltd. The first is the elimination of bus-bars of the conventional type, the cells being connected by what are described as "seals" of lead. Second are micro-porous rubber separators between the plates, replacing the conventional wooden separators of the past. Third feature is the device which ensures that the battery is maintained at the correct acid level.

The new batteries have a two-year Lucas battery guarantee. Prices are unchanged.



The name of Minerva returned at the Brussels Show (see pages 110 and 111). This is a Land-Rover assembled by the Minerva company, who will now assemble the C.E.M.S.A.-Caproni.

IGNITION RETIMING FOR PREMIUM PETROL

RECOMMENDATIONS on how to retune the ignition so that the best use may be made of premium grade petrols are the subject of a report issued to all Lucas service engineers and agents. It is pointed out that when premium grade petrol is used the tendency to pink will be reduced or eliminated, and some improvement in performance may be obtained by slightly advancing the ignition. It is stressed, however, that should this be overdone there is a danger of excessive pinking at high engine speed which might result in blown gaskets and other troubles. As a general rule it is said that any setting earlier than about eight degrees on the flywheel before top dead centre is dangerous on overhead-valve engines, while for side-valve units four degrees is the maximum.

Although most overhead-valve engines will give an improved performance with premium grade fuel it is suggested in the report that side-valve engines will benefit least. These units do not usually pink on Pool if the ignition is correctly timed, but in some cases it may be possible to give an extra two degrees advance on the distributor when premium grade petrol is used.

The report goes on to state that the method of setting the ignition to give trace

knock at low speeds should not be used with premium grade petrol because there is a danger that the timing will be too far advanced for the most efficient performance. The method suggested in the report is to advance or retard the ignition until there is slight pinking only on full throttle at 20-30 m.p.h. in top gear. The position of the distributor in its housing should then be marked. From this setting the ignition may be advanced up to a maximum of three degrees on the distributor for overhead-valve engines or two degrees for side-valve types. This represents approximately $\frac{1}{4}$ in measured on the shank of the distributor.

If a micrometer timing control is fitted the setting may be advanced by 1 to 1½ divisions on the scale. It is further pointed out that all adjustments will be of no avail if the ignition equipment is not in reasonable repair. It is recommended that the following points should first receive attention:—

1. Clean and reset contact gaps.
2. Check shaft and bearing wear and ensure that contact gaps are equal on all cam loads.
3. Clean distributor cover and examine for cracks.
4. Replace perished or cracked h.t. leads.

Road Accident Figures

WITH the exception of the period of petrol rationing, the road accident casualty figures for 1952 are the lowest since 1930, and the number of people killed is the lowest since records were started in 1926. The greatest reduction was in casualties among pedestrians; these, for the month of November alone, showed a decrease of 1,754.

In an effort further to reduce these figures, the Government has called for "a crusade to cut road casualty figures in Coronation year by at least 10 per cent." In his broadcast in the Home Service, Mr. Gurney Braithwaite said that, shortly, about a thousand of the country's worst accident spots would disappear as a result of Government action. It was hoped, he said, to introduce a new Road

Traffic Bill by which the standard of vehicle lighting would be improved and experiments would be made to safeguard pedestrians. Among the many points upon which Mr. Braithwaite touched was the routine checking of brakes, and of head and rear lights, for a reasonable fee.

Dipping Mirror

THE Wingard anti-dazzle dipping mirror (*The Autocar*, January 9), costs £1 9s 6d and not £1 19s 6d as stated.

Tyres in Eire

PRICES of tyres and tubes in Eire have been reduced by approximately ten per cent. The order was made recently by the Minister for Industry and Commerce.

NEWS and VIEWS

— continued —

Heinrich Wagner

AFTER a short illness Herr Heinrich Wagner, chairman of the board of management of the Daimler-Benz company, died in Heidelberg. This is the second time in 12 months that Daimler-Benz has lost its chairman, Dr. Haspel having died early in 1952. Herr Wagner was born in 1899, and had been concerned in car manufacture all his working life.

He was chairman of the Opel company in 1939.

Jubilee Celebration

SOME 395 guests attended a dinner in Wolverhampton last week to celebrate the 50th anniversary of H. M. Hobson, Ltd. It was also a jubilee celebration for Mr. Stanley W. Hughes, who joined the firm in the year of its foundation and is now chairman and managing director. Although it was largely a gathering of members of the British aircraft industry with Sir Frederick Handley Page as principle guest, the early associations of the company with the motor industry were not forgotten.

Founded in 1903 by the late Mr. H. M. Hobson, the company began by buying and selling bicycles, motor bicycles and cars of British, French and Belgian manufacture. Before 1910 it had sold in this country Decauville, de Dion, Delahaye, Nagant-Hobson and Weigel cars, and during these early years had also become associated with the Claudel carburettor. Developments of this were later to prove so successful on aircraft engines that by 1936 the company was considerably enlarged and concentrating all production facilities on aircraft components. Up to that time Hobson-K.S. Telegages, window winding mechanisms and other accessories had been supplied to the motor industry.

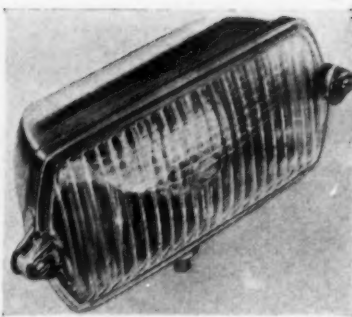
But it was mainly on the success of the Claudel-Hobson carburettor, which had performed so well on early Sunbeam, Vauxhall and other racing and production cars, that the company built up the high reputation it now enjoys.

2,000,000th from Dagenham

ON the day after his arrival back from a tour of the U.S., Sir Rowland Smith, chairman of the Ford company of Dagenham, drove the 2,000,000th Dagenham Ford (a Zephyr Six) off the assembly line. He said that the U.S. market was not ephemeral, and that an increasing number of buyers were selecting the British car. As long as the price was right they appeared likely to want to continue to do so, he said.

This Zephyr is destined for California, as one of the \$50 British Ford cars which reach the U.S. in an average month.

Sir Rowland Smith, chairman of the Ford company of Dagenham, drives the 2,000,000th British Ford (a Zephyr) off the assembly line the day after his return from a tour of the U.S. market.



This Cibié lamp has a nylon reflector coated in aluminium. (See accompanying paragraph.)

Nylon Lamp

NYLON plastic, on which is deposited under vacuum an aluminium coating, is used for the reflector of a new fog lamp which is being developed in France by the Cibié company. The lamp is of the fashionable shallow oblong shape, and it is presumably because of the difficulty of producing a metal reflector of the desired form that nylon is used. However, the use of plastic has advantages in itself, owing to the accuracy with which such shapes can be formed.

RENAULT RELIABILITY MARATHON

LAST week the Renault Organization in France successfully completed a dramatic demonstration of the long-distance touring capabilities of the 2-litre Renault Frégate car in the most difficult winter weather conditions. A week previously six Frégate cars had been seen off on long-distance runs to many parts of Western Europe on a schedule which would mean covering over 5,000 km (3,200 miles) in a week. The idea was not to break any records, but to show the car's capabilities for long-distance motoring in the most varied conditions. Normal stops were made for meals and the crews stayed at hotels each night. All cars started and finished in Paris. Two went through Germany, Denmark, Norway, Sweden, Holland and Belgium on a route which took them via Oslo, Stockholm, Copenhagen and Frankfurt, motoring for days on end over snow and icebound roads with occa-

sionally fog to complicate the job; two went across to Italy, through the Dolomites into Austria, Trieste and down as far as Naples and Rome, before returning to France; and two went to Spain and Portugal, travelling via Madrid and Lisbon, going down the whole south coast of Spain and returning by Lyons to Paris. The primary driving responsibility was in the hands of six well-known competition drivers, including M. Landon, the chief competition manager of Renault, Lesur, Pairard, Marmonier, Pons and Leblanc. With remarkable faith in their cars the Renault company sent out on the day of the departure invitations to a party which would greet their return a week later, and the arrival of all six cars on time was duly celebrated at the Renault showroom in the Champs Elysées. Included among the crews were members of both the French and foreign technical Press.

More on the Roads

AT September 30, 1952, there were 339,633 vehicles on the road in the county of London, compared with 326,540 in 1951 and 284,523 in 1938. Cars totalled 153,296 compared with 142,751 in 1951, and about half were registered before the flat rate tax was introduced at the beginning of 1947.

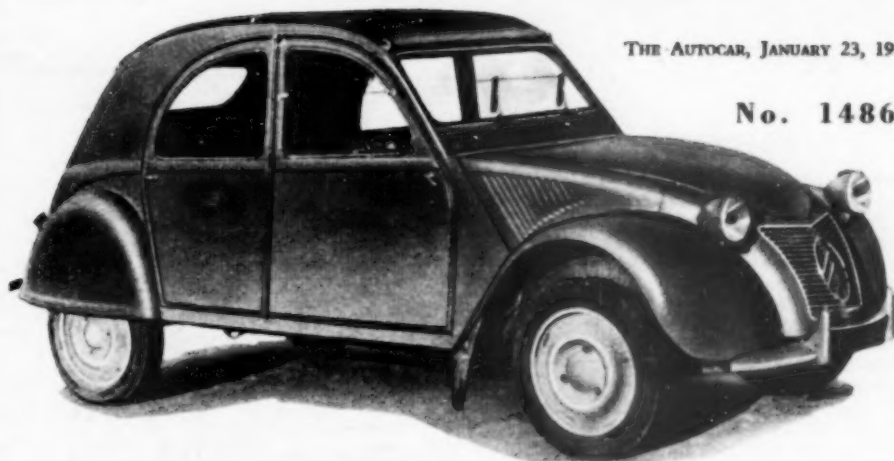
Volkswagen in Canada

AN assembly plant in Canada is now planned by the Volkswagen company, and a site is being sought. The immediate programme, however, is to establish a chain of dealers across Canada. The Canadian subsidiary V.W., Canada, Ltd., will be born next month, and the assembly plant may be built next year.

German Sales Down

AN accumulation of stocks is reported by German car manufacturers and dealers as a result of the seasonal decline in sales being more marked than usual. When completion is made of plant expansion now in progress, competition is expected to be more fierce—which will have its effect on customers where competition is already keen between the manufacturers of different countries.





No. 1486: 2 c.v. (375 c.c.)

CITROËN
CABRIOLET

Stark simplicity of line and a slightly nose-down attitude when unladen characterize the 375 c.c. 2 c.v. (French rating) Citroën. Below the windscreen is the adjustable air inlet for interior ventilation.

Autocar ROAD TESTS

WHEN first presented at the Paris Salon of 1949, the 2 c.v. (375 c.c.) Citroën excited great controversy, but discussions as to its practicability have long been stilled by its performances in the hands of owners. It now enjoys a unique position as the cheapest four-seater car in France and the one for which there is the longest waiting list. It is not yet available in Britain and a Road Test has therefore been carried out in its country of origin. The car used was a new one, exactly as delivered by the manufacturers; it was run-in for approximately 600 miles, given the routine adjustment and then put through the standard Road Test procedure.

With a two-cylinder air-cooled engine driving the front wheels, the Citroën is the simplest and most economical instrument yet devised for moving four people and their baggage from place to place with acceptable standards of comfort and weather protection. Any initial doubts raised by the apparent crudity of construction are quickly replaced by enthusiasm for its riding comfort, easy handling and operating economy. Tough, light and simple in construction, it shows a real solidity in the mechanical essentials. Weather during the test included snow, ice, high winds and heavy rain, and the Citroën emerged from the ordeal with high marks.

A Road Test normally provides an opportunity of comparing the performance of a car with that of its competitors under carefully controlled conditions, but in this case comparisons are difficult, for the 2 c.v. Citroën is designed to open up a new market, putting motoring within the reach of people who cannot afford to operate a conventional car. It is underpowered by conventional standards and the speed is affected to an unusual degree by adverse winds or

gradients, but the same applies to scooters, small motor cycles and horses. The performance figures were obtained on a windy day at Montlhéry track and the mean time shown for acceleration from 10 to 30 m.p.h. on top gear can certainly be halved with a slightly favourable wind or gradient.

On the road, the car imposes its own tempo, and rolls imperturbably along with a fine disregard for the condition of the road surface. It may be necessary to wait for a favourable opportunity to pass a fast moving lorry and there is a marked loss of speed on main-road hills unless they can be "rushed," but one travels in surprising comfort and tranquillity and arrives in good time, using a negligible quantity of fuel. The maximum speed on the level is a little over 40 m.p.h. on either third or fourth speeds, but on down grades the speed will rise fairly quickly to about 50 m.p.h. and, by exploiting this fact, some quite respectable long-distance average speeds can be maintained.

A journey of 80 miles starting and finishing in the centre of Paris, including hilly secondary roads and fast main highways, was covered at an average speed of 31.3 m.p.h. and a fuel consumption of 63.2 m.p.g. For a similar run on a very bad day, with snow and waterlogged roads to increase the rolling resistance, and gusty winds to slow the car, an average speed of nearly 30 m.p.h. was maintained, but the consumption rose to 51 m.p.g.

By deliberately limiting the power output of the little flat-twin air-cooled engine to a modest 9 b.h.p. (24 b.h.p. per litre) the designers have produced a unit capable of standing long periods at full throttle in any gear without showing signs of distress. Adequate cooling irrespective of gradient or road speed is ensured by a generously proportioned fan

In interior space and seating comfort the 2 c.v. is the equal of much more powerful cars. Visible below the gear lever is the full-width parcel shelf. The seats consist of light padded covers stretched over rubber bands.



ROAD TEST continued

and there is also an oil cooler. Driving is made easy by the provision of a four-speed gear box with an effective synchromesh for all gears. The only criticism is that it is fairly easy to snick reverse in passing from first to second. In traffic, the car is normally driven on second or third speeds, the gear change mechanism being so arranged that the change between these two is obtained by a simple push-pull movement of the lever. Third speed is used for main-road running up to about 35 m.p.h., when the fourth speed or *surmultipliée* may be engaged if the road is flat and clear.

This allows the cruising speed to be maintained with minimum fuel consumption and very little sensation of mechanical effort, but a slight gradient or an unfavourable wind necessitates a diagonal pull on the lever to engage third again. On third speed the engine will pull at speeds as low as 6 m.p.h. If the throttle is slammed wide open there is some audible pinking on the second grade fuel which is regarded as the engine's normal diet, but the little engine pulls away with a degree of smoothness which would put some four-cylinder units to shame. A sympathetic driver would use second gear at such low speeds, but the Citroën is designed to stand up to abuse without protest.

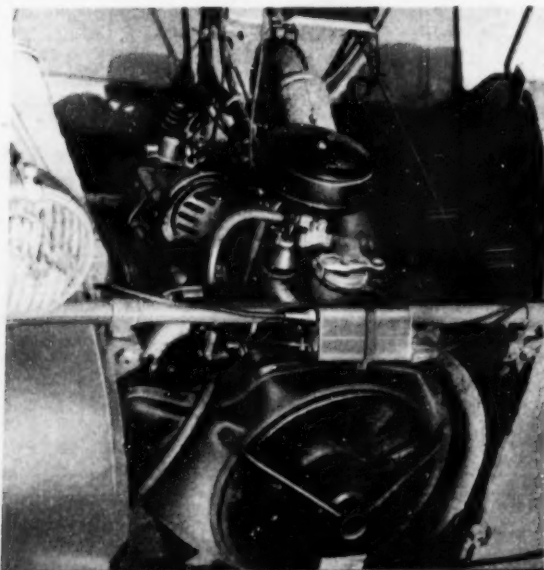
A light, smooth clutch action contributes to the ease of gear changing. On third gear there is some gear noise and a whirring sound indicative of the higher engine revolutions at speeds near to the maximum, but the noise level is not objectionable. In fourth, the sound sinks to a low rumble.

Unconventional Suspension

The problem of designing suspension to cope effectively with wide load variations on a very light car has been solved by original methods which prove brilliantly successful within the limits of this car's performance. All four wheels are independently mounted on swinging arms, coupled to compression coil spring units in a way which tends to maintain constant periodicity despite increases in load. There are big variations in fore and aft attitude with changes in load, and the body rolls a good deal as people enter and leave the car, but once on the move these phenomena are rarely apparent.

The riding over all types of surface is astonishingly good. At Monthéry, the car was taken over the new test circuit comprising stretches of really bad surface similar to those used by the British industry at Lindley. Belgian *poté*, South African washboard, *cassis* and hump-back bumps were all taken at full speed without the slightest discomfort to the occupants. On another track the driver put two wheels on to the grass verge at full speed without disturbing the activities of an observer who was seated at the rear writing

With the bonnet open, carburettor, oil filler, coil and battery are very accessible. For free access to the complete power unit and other major components, the front wings can be readily removed, using only the wheel brace.



With the rear cover furled, a generous amount of luggage space is revealed. The spare wheel is recessed in the floor and alongside it is a useful tool kit.

notes. On rough tracks and byways one can steer deliberately into the deepest potholes without producing any special disturbance in the gently undulating ride and without experiencing any appreciable shock through the steering.

Road holding, steering accuracy and stability are exceptionally good and within its performance range there can hardly be a safer car. When the roads were covered with snow and ice it was driven near to the limits of its performance, and demanded no special concentration or skill from the driver. There are appreciable variations in wheelbase and front wheel castor angle changes as the wheels rise and fall, but this is not felt through the steering. When turning sharply some body roll is noticeable and there is a sensation of the drive-shafts tugging at the steering through the action of the universal joints, but these phenomena are not notably disagreeable at the speeds involved.

The seats give an unexpected amount of comfort with the utmost economy of means, and accommodate themselves fully to the contours of the occupant in a way which provides excellent support. Moreover, they are so compact that the free space available to the occupants is comparable with that in many larger cars. The front seat is located by curved pegs engaging in a line of holes in the floor, and can be re-positioned in a few seconds, while the rear seats can be removed to provide extra space for goods or baggage by slackening off one thumbscrew. A slight vibration is perceptible through the rear seats when travelling over rough surfaces, and the rear headroom is rather restricted with the folding head closed.

Braking is entirely adequate and gives swift, straight line stopping with an exceptionally small pedal pressure. The hand brake lever, which operates the front wheel brakes through a pull-out lever, is powerful and positive in action. The driving position is good, the controls being simple and conveniently arranged.

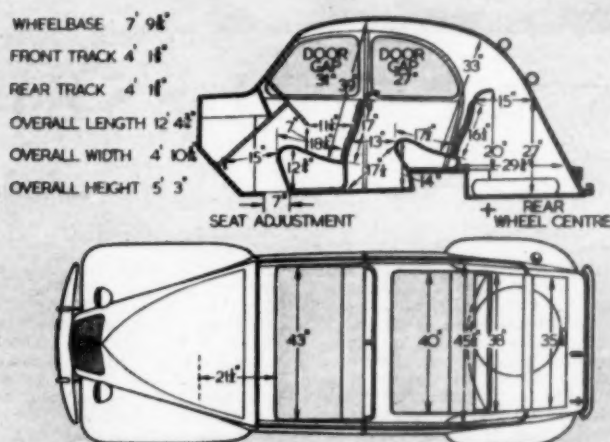
To reduce cost and weight to the minimum, all inessential equipment has been eliminated—you cannot have everything on a full four-door four-seater car weighing less than half a ton—but there is a simple and effective heater drawing warm air from the cooling ducts on the engine cylinders. A flow of fresh cool air is obtained through an adjustable opening below the windscreen, equipped with wire gauze to exclude insects. There is no lighting for the facia or the interior of the car, and instruments are confined to speedometer and ammeter. On the steering column is a particularly convenient multi-purpose electrical control lever which sounds the horn, switches on the lights and operates the dipping switch. A small hand wheel under the facia enables the driver to adjust the head lamp beam to compensate for the change in trim produced by the addition of passengers or luggage in the rear of the car; it also proves a boon in fog, allowing the beam to be depressed as required. The screenwipers, being driven by the speedometer cable, are powerful in action, but as the speed is proportional to road

ROAD TEST . . . continued

speed they operate rather too slowly in city streets. They can, however, be operated by hand.

Mechanical accessibility sets a new standard. On lifting the bonnet, the oil filler and dipstick, coil, carburettor, horn, starter and battery are easily reached. The bonnet can be removed after slackening off two thumbscrews. There are only four points on the car requiring regular high-pressure greasing. Standard equipment includes a clip-on cover for the frontal grille, which maintains engine heat in cold weather and considerably augments the effectiveness of the heater system. The engine quickly cools down when parked, but it is always restarted readily in freezing weather and warmed up rapidly with only brief use of the carburettor starting control.

2 c.v. (375 c.c.) CITROEN CABRIOLET



Measurements in these 1/16 to 1/8 scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.
Speed, Gear Ratios and time in sec.

M.P.H.	5.7	7.5	12.55	25.9
	to 1	to 1	to 1	to 1
10-30	78.4	29.5	20.2	—
20-40	—	81.3	—	—

From rest through gears to:
M.P.H. .. sec
30 .. 22.7
Standing quarter mile, 37.6 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top .. (mean) (best)	39.3 41	63.2 65.9
3rd	36-41	58-66
2nd	24-30	39-48
1st	8-13	13-21

TRACTION RESISTANCE: 50 lb per ton
at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	35
True speed	8	18.6	29.4	35

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	54	1 in 42
Third	93	1 in 25
Second	133	1 in 17

BRAKES:

Efficiency	Pedal Pressure (lb)
95 per cent	75
76 per cent	50

FUEL CONSUMPTION:

63.2 m.p.g. overall for 80 miles (4.5 litres per 100 km).
Approximate normal range 55-70 m.p.g.
(5.1-4.0 litres per 100 km).
Fuel, French Tourisme, 70-72 octane.

WEATHER: Medium wind; light snow falling.

Air temperature 50 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Points which could be improved include the front bumpers, which seem rather flimsy. There appears to be no general rustproofing, and, for some of the small external parts to which paint does not readily adhere, some more durable finish seems desirable. Finally, the luggage is not secure from theft, as it is covered only by an extension of the waterproof hood fabric.

The 2 c.v. really has to be judged as a new kind of car. It is as functional as a bicycle or a lawn mower and seems designed to serve, as they do, with the minimum of skilled attention. It is safe, surprisingly comfortable, easy to drive and extraordinarily economical, and provides relatively generous space for passengers and luggage. Its performance is limited, but probably adequate for the needs of most potential owners, and it is much more amusing to drive than might at first appear.

DATA

PRICE (basic), with cabriolet body, 341,870 French francs (—£350). Not available in Great Britain.

Heater: Standard.

ENGINE: Capacity: 375 c.c. (22.88 cu in). Number of cylinders: 2.

Bore and stroke: 62 x 62 mm (2.44 x 2.44 in).

Valve gear: o.h.v., push rods.

Compression ratio: 6.2 to 1.

B.H.P.: 9 at 3,500 r.p.m. (B.H.P. per ton laden, 13.4).

Torque: 16.6 lb ft at 1,800 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 12.1.

WEIGHT (with 5 gals fuel), 9 1/2 cwt (1,100 lb).

Weight distribution (per cent) 58.4 F; 41.6 R.

Laden as tested: 13 1/2 cwt (1,504 lb).

Lb per c.c. (laden): 4.

BRAKES: Type: F, leading and trailing shoe. R, leading and trailing shoe.

Method of operation: F, Hydraulic. R, Hydraulic.

Drum dimensions: F, 7.8 in diameter, 1.55 in wide. R, 7.08 in diameter, 1.55 in wide.

Lining area: F, 34.1 sq in. R, 30.8 sq in.

(96.8 sq in per ton laden).

TYRES: 125-400 mm.

Pressures (lb per sq in): 14.2 F; 15.6 R (normal).

TANK CAPACITY: 4.4 Imperial gallons.

Oil pump, 3 1/2 pints.

Cooling system, air.

TURNING CIRCLE: 35ft 6in (L), 35ft 3in (R).

Steering wheel turns (lock to lock): 2 1/2.

DIMENSIONS: Wheelbase (unladen), 7ft 9 1/2 in.

Track: 4ft 1 1/2 in (F); 4ft 1 1/2 in (R).

Length (overall): 12ft 4 1/2 in.

Height (unladen): 5ft 3 in.

Width: 4ft 10 1/2 in.

Ground clearance: 7 1/2 in.

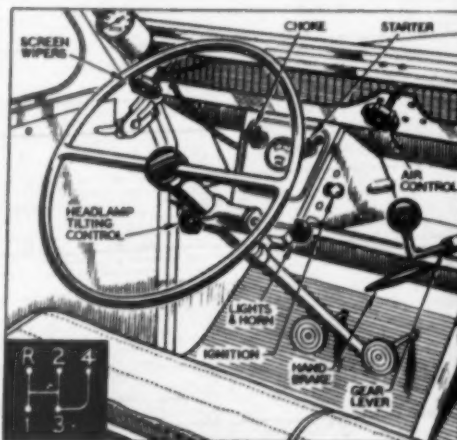
Frontal area: 17.85 sq ft (approx).

ELECTRICAL SYSTEM: 6-volt. 45-50 ampere-hour battery.

Head lights: Double dip, 36-36 watt.

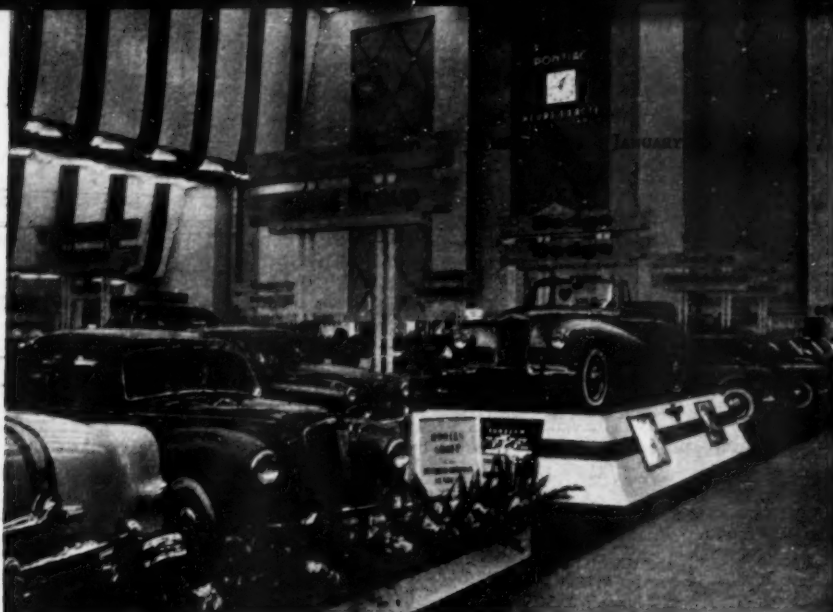
SUSPENSION: Front, single leading arms and coil springs in compression.

Rear, single trailing arms and coil springs in compression, interconnected with front suspension.





Décor was again superb at the Brussels Show. Here Rootes Group cars are shown surrounded by international opposition. Above is the horizontally opposed Minerva engine.



SURPRISES AT BRUSSELS

New American and Continental Models Make Their Début ; Incidence of

SINCE the war the Brussels Salon has yearly become more and more important. In the first place, while it follows the international automobile exhibitions of Paris and London, it is held in January and is, therefore, the first exhibition of the year. Secondly, it is becoming usual for certain of the new American cars to make their European début at it. Thirdly, it is presented with an artistry of decoration which itself alone goes far to attract a large attendance, not only of Belgian nationals but also from the whole of Europe.

This year's show, which was opened on Saturday last, January 17, by the Burgomaster of Brussels, M. Van de Meulebroek, worthily upholds the reputation for progress which the event has established. It provides the début for new models of the Buick, Hudson, Studebaker, Muntz, Minerva and Borgward Hansa. Of these, the Studebaker has not yet been shown in the U.S., a fact which emphasizes the importance attaching to the Brussels Salon as one of the world's "shop windows" for the display of cars.

As usual, the exhibition is housed in the magnificent halls of the Grands Palais du Centenaire. The main hall, in which are the cars, has its enormous arched roof covered in by a ceiling of light blue and

maroon fabric, of which 340,000 sq ft have been used. In the lighting of this vast expanse no fewer than 2,400 tubular discharge lamps are employed, giving an air of brightness and a uniformity of illumination which are admirable, albeit the colours of the exhibits are thereby made somewhat difficult to identify. Dark shades such as midnight blue, green, or maroon are, in fact, apt to appear almost black.

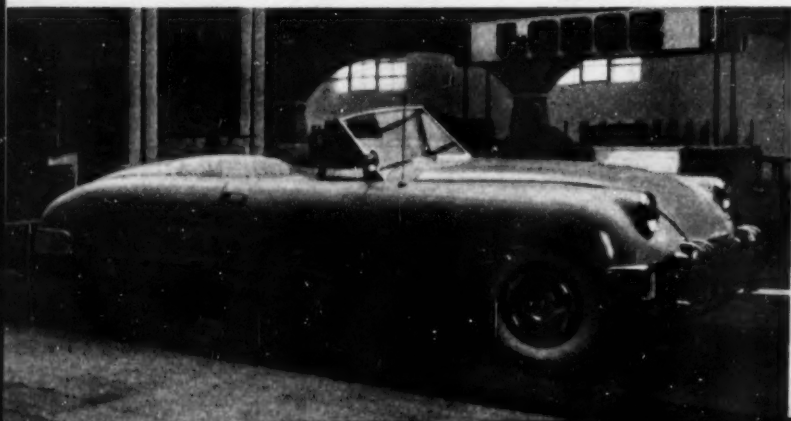
The importance of the Belgian market remains high, moreover, for while the total number of cars imported during 1951 was only a little short of 57,000, the number imported during the first eleven months of 1952 was not far short of 55,000. The total of cars in circulation in 1950 was 267,577, which rose during 1951 to 297,797. Figures for 1952 are not yet available, but are expected to be higher. Of these it is calculated that some 80 per cent are less than five years old, the actual numbers of cars in different categories being as follows:—

Class	Less than 5 yrs old	Over 5 yrs old
Less than 4 h.p.	8,858	2,363
From 5 to 10 h.p.	136,951	25,568
From 11 to 18 h.p.	65,899	26,302
From 19 to 30 h.p.	27,841	3,934
Over 30 h.p.	63	18

In the above table the h.p. is by Continental rating, which is rather lower than the h.p. by the now obsolete, or at least obsolescent, British h.p. rating. A Continental 4 h.p. car may, however, be regarded as of 750 c.c. It is obvious that in Belgium, as in Great Britain and Continental countries generally, the small or medium-sized car is the more popular. This is the logical outcome of the rather involved system of taxation, which imposes a charge of 12 per cent of the retail price of a new car. Furthermore, imported cars—and Belgium has not hitherto manufactured cars since the war—have first to bear an import duty of 25 per cent. The 12 per cent tax is levied on the total price plus duty, and it is moreover levied on each sale of that car, as the vehicle becomes older and changes hands in the used car market. A natural result is that large cars tend to depreciate greatly in value, which in turn tends to restrict the sale of them when new.

For these somewhat involved financial considerations the tendency of Belgian buyers is more and more towards the 5 to 10 h.p. class, with the 11 to 18 h.p. class next in favour. Present conditions are, therefore, not unfavourable to many British cars. Accordingly, the British representation in the Salon is impressive,

The appearance of the Muntz Jet created considerable interest, although the word Jet is a model name and it should not be thought that the car uses a gas turbine engine. The driving compartment is very unusual with its central radio and passenger's "crash pad."



and includes full ranges of the Austin, Nuffield, Rootes, Standard, Vauxhall, Ford and Singer products. Other British cars in higher price categories include Rover, Armstrong Siddeley, Aston Martin, Bristol, Lagonda, Lanchester, Jaguar, Jowett, and, highest priced of all, the Bentley, Daimler and Rolls-Royce.

Naturally, the greatest interest centres in the new models, and the return of the ancient and famous name Minerva gives special pleasure to Belgian motorists. In the economic crisis of the early 1930s the production of the famous *marque* ceased, but the concern continued in existence and during the latter part of the war its factory became a R.E.M.E. workshop. In 1951 it undertook the assembly of the Land-Rover for the gendarmerie and for N.A.T.O. Forces. Now an agreement has been arrived at for the assembly, and eventually the partial construction, of the units of the C.E.M.S.A.-Caproni which made its appearance at the Paris Salon of 1947, was also shown at Turin and Geneva, but faded out when the Caproni concern came to an end.

Although the design is now five years old it is nevertheless still very advanced. A pressed-steel platform frame forms the

can designs. The floor is recessed down within the base frame of the integral structure, which is a feature of Hudson design, giving a low centre of gravity and improving stability. Despite the name Jet, the power unit is a side-valve six-cylinder of 72 mm bore and 120 mm stroke (3,300 c.c.), developing 104 b.h.p. with the standard cast-iron head and a compression ratio of 7.5 to 1, although an aluminium head with a compression ratio of 8 to 1 is an optional extra.

In the new Studebaker also the tendency to a lower build is very evident. The lines are graceful and show Italian influence, and there is much less chromium ornamentation than usual. The Champion series employs the side-valve six-cylinder engine of 76 x 102 mm (2,779 c.c.) which gives 85 b.h.p. at 4,000 r.p.m. with a 7 to 1 compression ratio, although this is raised to 7.5 to 1 if the optional automatic transmission is specified. On the Commander series the V-eight valve-in-head engine is used (85.73 x 82.55 mm bore and stroke; 3,812 c.c.), developing 120 b.h.p. at 4,000 r.p.m. Lowest built models in both ranges are the coupés and "hard tops," having an overall height of 4ft 8in. Power steering by means of a mechanical servo

Pinin Farina open two-seater body finished in maroon, the head fabric being black. Side screens which are quickly detachable, but firm, a shallow fascia with the instruments grouped in two large dials, and a large ventilator on the scuttle are features of note.

By contrast, the Packard Pan-American experimental convertible is of immense length, its wheelbase being 10ft 2in, and its overall length no less than 18ft 4in. The head is entirely concealed when down, and the side view is graceful in the extreme, although somewhat marred by the spare wheel carried vertically behind the long, sweeping tail. The frontal



A striking exhibit is the Studebaker engine enclosed in a transparent spherical map of the world.

Taxation in Belgium Favours the Small and Medium Sized Cars

basis to which a steel body is joined, and the four wheels are independently sprung by wishbone links at the bottom, and a pivoted lever above it, the inner end of which projects into a cylindrical housing carrying a coil spring and hydraulic damper. The power unit was originally a water-cooled flat four of 1,250 c.c. driving the front wheels, and while this still appears on the chassis shown, which is the original prototype, it will be replaced by a flat air-cooled four, with side valves. This engine is largely of light alloy, with steel cylinder liners, and weighs only 176 lb. It is mounted in front of the centre line of the front wheels.

V-eight Buick

Although Buick retains the eight-in-line engine on the Special series, a V-eight is introduced for the Super four-door saloon and cabriolet. This new engine has several unusual features, particularly in the shape of combustion chamber and arrangement of valves. It is an "over square" unit, with a bore of 101.6 mm and a stroke of 81.28 mm (5,276 c.c.). A compression ratio of 8 to 1 is employed, but the block is designed to take a compression ratio of 12 to 1, should fuel of a sufficiently high octane rating become available. The combustion chambers are not hemispherical, but approximate more nearly to a cone shape, at the apex of which is the sparking plug. The valves are arranged on the same side, in line, so that they are vertical. This has resulted in a very compact engine. Hydraulic tappets are used. The output of the new engine is 166 b.h.p. at 4,000 r.p.m.

On the Super series the electrical equipment is of 12-volt type, thus following the latest American practice. A new Dynaflo automatic transmission with two turbine wheels has also been developed and is standardized on both straight-eight and V-eight series. Power steering is also an optional extra on the Super saloon.

The new Hudson, known as the Jet, typifies a trend towards a lower build which is becoming discernible in Ameri-

can designs. The floor is recessed down within the base frame of the integral structure, which is a feature of Hudson design, giving a low centre of gravity and improving stability. Despite the name Jet, the power unit is a side-valve six-cylinder of 72 mm bore and 120 mm stroke (3,300 c.c.), developing 104 b.h.p. with the standard cast-iron head and a compression ratio of 7.5 to 1, although an aluminium head with a compression ratio of 8 to 1 is an optional extra.

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The Muntz Jet attracts much attention for its low build and sleek lines. It is powered by a Lincoln engine and has Hydra-Matic transmission.

Novel lines are a feature of the new Borgward Hansa 2400, for the four-door six-light body of integral construction is streamlined and has the door hinge and shut lines raked backwards, instead of being vertical. Independent front and rear suspension of swinging half-axle and coil spring type, a conventional overhead valve six-cylinder engine of 78 x 81.5 mm bore and stroke (2,337 c.c.) giving 82 b.h.p., and an optional automatic transmission incorporating a torque converter, are features of the technical specification. Borgward Hansa also show the 1800 model with a four-cylinder diesel engine developing 42 b.h.p.

On the Nash stand is a triple-nation effort, the Nash-Healey with a striking

appearance is also not in keeping with the side view, but the car is undoubtedly most impressive and its performance, with 185 b.h.p. available, should be likewise.

Special coachwork is little in evidence, but a striking lightweight sports coupé by Carrosserie Oblin of Brussels on a Talbot Lago Grand Sport chassis has excellent lines and is a fine specimen of hand-beaten panelling. Aluminium panels are mounted on a tubular steel skeleton and the weight of the complete body is only 319 lb.

No more finely finished coachwork can be seen, however, than that of the Daimler Straight Eight limousine, the Rolls-Royce Hooper limousine with its sharp edges, or the Bentley standard saloon. Italian coachcraft is exemplified by the two Ferraris with Farina and Vignall bodies, and the thoroughness of German construction is well seen on the Mercedes-Benz 300S cabriolet in stove grey.

Volkswagen, Goliath, D.K.W., I.F.A., and Citroën demonstrate the practicability of the small and simple vehicle. The Taunus 12M from the Ford German plant, while resembling the Consul from Dagenham, has bumpers, lamp rims and other metal parts painted by a new process in place of a chromium finish.

Graceful lines are seen on a lightweight sports coupé body by Martial Oblin. Despite an affinity in appearance with Ferrari this body is on a Talbot Lago Grand Sport chassis.



by

**JOHN
GOTT**

John Gott is a well-known rally competitor who has had many successes at the wheel of his H.R.G.—Ed.

A Suggested Blueprint of a British Rally of True International Status

A popular rally test nowadays is the regularity section. In this photograph 1952 R.A.C. Rally competitors are seen on the start line of the Lakeland test of this nature.



CORONATION CLASSIC

EVENTS loosely classified as rallies have rapidly become one of the most popular forms of motor sport, both in this country and abroad. This trend has been suitably recognized by the F.I.A.'s institution of a European touring championship, decided on performance in four of a selected ten European rallies in 1953. Yet the term "rally" embraces everything from a series of driving tests strung together by a pathetically easy road section to a long-distance event such as the Liège-Rome-Liège, which is a road race in everything but name. As a matter of interest, the Royal Motor-Union of Liège object to their event being called a rally, claiming that this detracts from its fame as the premier marathon of the road!

In point of fact rally is not, if considered in its truly grammatical sense, altogether the best noun to describe the motoring event. The Oxford Dictionary gives this definition:

(N) act of rallying, i.e., act of reassembling after rout or dispersion, recovery of energy after or in the middle of exhaustion or illness.

It is not completely inapt, however, for there is plenty of rout and dispersion, to say nothing of the need for recovery of energy after exhaustion, attached to most of the Continental classics, such as the Monte Carlo, Tulip, Alpine or Rally of the Midnight Sun. Nevertheless, perhaps the editor of the Oxford Dictionary would not regard too unfavourably the following addition to round off his definition:

(in motoring sport) a long-distance road trial which rigorously tests not only the basic essentials of standard production cars, but also the navigational ability and driving skill of their crews.

Note: the phrase "road trial" means an event which is decided only by performance on the road.

If this definition is to be accepted, it may need some amplification of detail. Whilst everyone will have his or her ideas of what constitutes basic essentials, my personal list would be as follows: 1, Reliability; 2, Ease of Control; 3, Acceleration; 4, Sustained braking power; 5, Economy of operation; 6, Speed; 7, Comfort.

The definition of a standard production car is one that engenders much heat in many languages, as the F.I.A. are

no doubt finding when seeking for a definition suitable to all countries. But as a working basis for argument I would suggest the following:

a series production car, of which at least 30 models have been sold and delivered through the normal commercial channels identical as to both chassis and coachwork specification with the maker's normal commercial catalogue model.

Modifications to the electrical equipment and the addition of supplementary filters, petrol pumps and spare wheels permitted, provided such equipment is catalogued by the manufacturers and available to any owner, and that at least 30 cars, not including the competition cars, have been so modified.

Continental rally organizers usually are able to meet the requirements of a rigorous test of the basic essentials of cars and of the navigational ability and driving skill of their crews either by enlisting the aid of unfavourable weather conditions or by setting a very high average speed over difficult country. Components which have successfully withstood the allegedly supreme test of racing in the T.T. and at Le Mans have been known to break up within 600 miles under the strain of an Alpine Trial, whilst any mistake in map reading or faulty driving technique is likely immediately to cost the culprit his clean sheet. Even so, in only two of the 1952 classic rallies, Liège-Rome-Liège and Rally of the Midnight Sun, was the winner found solely on his performance on the road section, without recourse to tests or handicaps.

No G.B. Ideal

Judged by such standards as these no rally yet held in Great Britain has attained the ideal. The London Motor Club's London Rally is probably the closest to it, and that fails only because, whilst it is a perfect test of navigational ability and driving skill, no undue test was applied to the competing cars.

It may be argued that Section 13 of the Road Traffic Act, 1930, which forbids tests of speed on the public highway, makes complete fulfilment of the ideal unattainable. But by shamelessly borrowing the best ideas of several rally organizers I think that it would be possible to run in this

country a rally won on the road section by the best crew driving the best car in its class, surely the most worthy winners. This may sound somewhat revolutionary, for most British competitors have now begun to accept as inevitable the British formula of finding rally winners by circus test performances. These invariably favour a particular type of car, usually of the special type, and in my opinion it is quite pointless spending time and money travelling round the country if the winner is decided by a series of tests lasting in total rather under two minutes. Certainly no event which descends to this can be ranked as a classic.

The system which I have in mind gives every competitor a fair chance of the premier award, whether he drives a cheap saloon or a £4,000 sports racing car. As it was successfully used in both the *Rallye Soleil* and the *Tulip Rally*, it cannot be said to be impracticable.

Classes

The entry is first divided into sports and touring categories, and these categories are further subdivided into cubic capacity classes. For British events I would suggest that suitable classes would be up to 1,100 c.c., 1,100 to 1,500 c.c., 1,500 to 2,500 c.c. and unlimited. For a national event I would suggest additional classes for specials and possibly vintage cars. The beautiful simplicity of the whole scheme is, however, that classes can be made up according to the entry to give all competitors on any type of car a reasonably fair chance. Naturally, it is impossible to handicap

up to 2,500 c.c., and closed cars above this capacity. There was an award for the best open car, and an award for the best closed car, these being won by A. G. Imhof (Cadillac-Allard) and Marcel Becquart (Jowett Javelin), respectively. There was no general classification as such, but, if there had been, the Javelin would have been placed only 15th, behind 14 open cars.

The rally road section was about 1,700 miles long, and included six tests, two speed hill-climbs (at Eppyt and Rest-and-Be-Thankful), two manoeuvring tests at Castle Combe, a cunning regularity test on three Lakeland hills and a speed regularity test on Oliver's Mount at Scarborough. I do not think it would be unfair to say that this last test carried more weight in finding the winners than any of the others, and that it most definitely favoured large, fast cars. As the road section, despite freak weather conditions, was not unduly difficult, almost half the entry arrived unpunished at the finish and the winners were found on the results of the tests.

As the full details of all competitors are not available to me, I have used *The Autocar* rally bulletin, which gives the first four places in all the tests, and subdivides competitors into open and closed classes, under and above 2,500 c.c. The marking for the six tests is: 1st, 5 points; 2nd, 3 points; 3rd, 2 points; 4th, 1 point; others, no points. The maximum points are therefore 30. In a tie in points, times on the last test are used as a decider, which is not strictly fair, as not all competitors were allowed to take the test. Nevertheless, if the system were adopted, one test would have to be taken



Four cars, three Mark V Jaguars and an Austin A.90, competing in the abortive speed test in the 1951 R.A.C. Rally at Silverstone. The author thinks that such a test is well worth while.

separately in any rally the experts driving works cars, who must have the edge over private owners driving their own cars. Nevertheless, upsets have occurred in the past and will almost certainly occur in the future.

Whilst all competitors would have to cover the common course, in the specialized tests of speed, hill-climbing, petrol consumption and manoeuvrability, which will be discussed later, they would be assessed only on their relative performances in their particular class. In these tests the best five performers in each class would be awarded bonus points: a suggested marking could be, 1st, 5 points, 2nd, 3 points, 3rd, 2 points, 4th, 1 point, 5th, $\frac{1}{2}$ point.

It will be seen that if such a scheme were adopted, drivers would be directly pitted against other drivers in approximately the same type of car, and not, as in the R.A.C. Rally, 1952, vainly trying in a TD M.G. to beat a Cadillac-Allard on level terms. The winner of the rally is, of course, the car which loses the least marks on the road section, this being supreme, and which gains the most bonus marks in the class tests.

To make this explanation somewhat easier to understand, details are set out below showing how this system would have affected the results of the 1952 R.A.C. Rally of Great Britain. It will be recollected that this contained three classes: open cars, irrespective of cubic capacity, closed cars

as the decider for ties, and the final test usually serves this purpose. As my results are not subject to protest, I will therefore so use it.

Actual Results	
OPEN CARS	
1. A. G. Imhof, Allard	185.8
2. J. C. Broadhead, Jaguar	185.0
3. I. Appleyard, Jaguar	186.6
4. T. Christie, Jaguar	190.6
5. P. Reece, Morgan	198.2
6. P. Morgan, Morgan	199.4

Actual Results	
CLOSED CARS	
up to 2,500 c.c.	
1. M. Becquart, Javelin	222.6
2. R. P. Lane, Riley	227.0
3. A. P. Warren, Riley	230.4

Actual Results	
CLOSED CARS	
over 2,500 c.c.	
1. P. W. S. White, Ford	240.4
2. J. Park, Allard	245.0
3. J. C. Smith, Jaguar	249.8

Imaginary General Classification based on Actual Results	
1. A. G. Imhof, Allard J2	
2. J. C. Broadhead, XK Jaguar	
3. I. Appleyard, XK Jaguar	
4. T. Christie, XK Jaguar	
5. P. Reece, Morgan	
6. P. Morgan, Morgan	

Class Selective System	
OPEN CARS	
1. I. Appleyard, Jaguar	22½
2. P. Morgan, Morgan	12
3. A. G. Imhof, Allard	11½
4. P. Reece, Morgan	10
5. J. C. Broadhead, Jaguar	8
6. O. Hollings, Healey	7

Class Selective System	
CLOSED CARS	
1. M. Becquart, Javelin	11
2. W. K. Elliott, Bristol	10
(placed 19th in actual results)	
3. O. P. Hayward, Riley	6
(placed 22nd in actual results)	

Class Selective System	
CLOSED CARS	
1. J. C. Keay, Jaguar	10
(placed 5th in actual results)	
2. P. W. S. White, Ford	10
3. J. A. Shearsh, Bentley	7
(placed 4th in actual results)	

Imaginary General Results based on Class Selective System	
1. I. Appleyard, XK Jaguar	28½
2. P. Morgan, Morgan	12
3. A. G. Imhof, Allard J2	11½
4. M. Becquart, Javelin saloon	11
5. P. Reece, Morgan	10
6. J. C. Keay, Jaguar saloon	10

Ian Appleyard's great lead is owed to the fact that he achieved fastest time in the open car class above 2,500 c.c. three times (Castle Combe, Lakeland test, and Rest-and-Be-

CORONATION CLASSIC

continued

Thankful hill-climb), was second at Eppynt, and shared fastest time in the Blackpool reversing test with Imhof and Neilson, Jaguar (hence the $\frac{1}{2}$ mark). He was only fourth in his class at Scarborough, whereas Imhof was easily the fastest of all the competitors, and this dropped him badly, in comparison with his excellent showing in the other tests, on the actual marking adopted, which was to regard as penalty marks the times taken in the tests and the difference in times taken over the two sections of the Scarborough test.

Good test performances were also recorded by L. Johnson, Jaguar, with 13 points, and H. O'Hara Moore, Frazer-Nash, with 8 points, but as they lost marks at scrutineering at the finish and on the road section, they cannot be considered, performance on the road section ranking above all.

The best closed car award, by either system, would have gone to M. Becquart, Javelin, but by the class selective system I. Appleyard would have replaced A. G. Imhof as holder of the best open car award; in other words, steady performances in all the tests would not have been overcome at the last ditch by a piece of daringly brilliant driving. Whether this is a good thing or not, I do feel most strongly that, as the law in this country almost compels us to find rally winners by tests, such tests should equally favour all cars, whether they are open or closed, large or small. If my sources enabled me to consider the relative performances of the smaller cars, I feel sure that it could be proved that they, too, had a good chance of appearing in the leading six cars. In any event, I hope I have satisfied some readers that the class selective system is about the fairest means yet thought of to give everyone a reasonable chance.

So much for the suggested method of marking.

As far as the route is concerned, I think it must be admitted that the R.A.C. system of using a 1,700-mile route, with two night runs and two overnight stops, is about right for this country. Certainly there can be no dispute that the Silverstone speed test and the two speed hill-climbs are in the real Continental tradition, and should be continued. I should like, however, to see the speed test extended to include a test of sheer maximum speed in which competitors were penalized for failing to attain either 95 per cent of the manufacturer's catalogued maximum speed or of the maximum speed recorded in the Road Test of the car concerned as conducted by a technical journal. I somehow feel that the results might be both startling and instructive!

I think, however, that the system of setting a class target speed which must either be attained or exceeded to avoid penalty is preferable in a track speed test. To award class bonus marks would turn the test into a true race, with unsuitable cars, and consequent danger. The R.A.C.'s abortive attempt at Silverstone in 1951 showed, however, that this is an excellent test, not only of reliability but also of durability: the varied types of components, including complete wheels, shed by the competing cars should have given much food for

thought to the design staffs of these vehicles, so assisting the ordinary motorist.

A petrol consumption test could well be embodied in this speed test, thus setting a nice problem in throttle control, as well as cutting out unnecessary speed. If not practicable, such a test should be included later in the road section, and carry class bonus marks. Another worthwhile test is a regularity section, which demands good judgment of speed and distance, accurate instruments and, if sited on steep gradients, a suitable touring bottom gear and an engine giving its torque in the right place.

The tests detailed are all basically road tests, even if some, because of the law, have to be carried out on a closed circuit, and, by using a class selective system, should find a winner without resort to artificial driving tests, which I think are out of place in a rally worthy of the name.

I appreciate, however, that if an authority has assisted with either facilities or finance it rightly expects to be able, in return, to show its inhabitants and visitors some sort of a "dice." But there are driving tests which, for success, demand good acceleration, steering lock, ease of control and an ability to pull up at speed in a straight line. All these are qualities which might assist an ordinary motorist on an ordinary journey to avoid an accident, and as such should be tested and developed. On the other hand, circus tricks which cause a car to fall to pieces are justifiably comic on a music hall stage: transmission failure in a rally test on a seafront, arising from the need for sudden and unnatural reversal of direction, is a tragedy for the owner and should be a reproach to the organizers.

Route-finding

Finally, and in my opinion perhaps the most important point of all, is the fact that far too few rally organizers pay attention to the need for encouraging accurate navigation. In the deadly game of war, however brilliant the "driver," be he the pilot of an aircraft, the helmsman of a ship or the driver of a tank, the chances of a safe return to base were slim indeed if the navigator was not equally skilled. Yet in motoring games of peace in Britain the navigator is all too often regarded either as necessary ballast or a chanter of directions from a detailed route card. I do not personally think that any crew should be declared the winners of an important rally unless they have shown themselves capable of accurately navigating at a set speed by the shortest route, within a time allowance of plus or minus two minutes, to a series of points not previously disclosed to them—or, if unable to do this (and the London Rally and the Eight Clubs' Eastbourne Rally proved decisively how few can), at least to have shown themselves to have approached nearer the ideal than their fellow-competitors.

A navigation section run at night over metalled secondary roads would not inconvenience other road users, but would spreadeagle the field. It would also be a fair test for all types of cars, as speed is not a decisive factor and, for once, a saloon car is not a handicap but an asset.

In a classic rally perfect organization is taken for granted, so I will not stress the need to have timekeepers whose watches synchronize, regulations which are protest-proof and officials who do not allow one thing at the start and penalize that same thing at the finish. On a small point of organizational detail which has, however, irritated many, too few British rally organizers appreciate that a rally is above all other motoring events a team effort, and consequently omit even from the programme, let alone from the official results, the names of the co-drivers.

Whilst I do not claim that the adoption of these suggestions would, *ipso facto*, turn a sow's ear into a silk purse, or an M.C.C. Daily Express Rally into an Alpine, I do feel that a rally on these lines would not only approach the British ideal of fair play for all, but also would make a finisher's plaque in such an event something really worthy of a place of honour on the trophy shelf. Above all, it would prevent hardened Continental rally drivers, when speaking of our events, from using the word "rally" in the other sense ascribed to it by the Oxford English Dictionary, viz., v.t. banter, chaff.

A Standard Vanguard during the night test on the Castle Combe circuit in Wiltshire. This test, although held from midnight onwards, was excellent spectator value as well as a stringent manoeuvring problem for drivers.

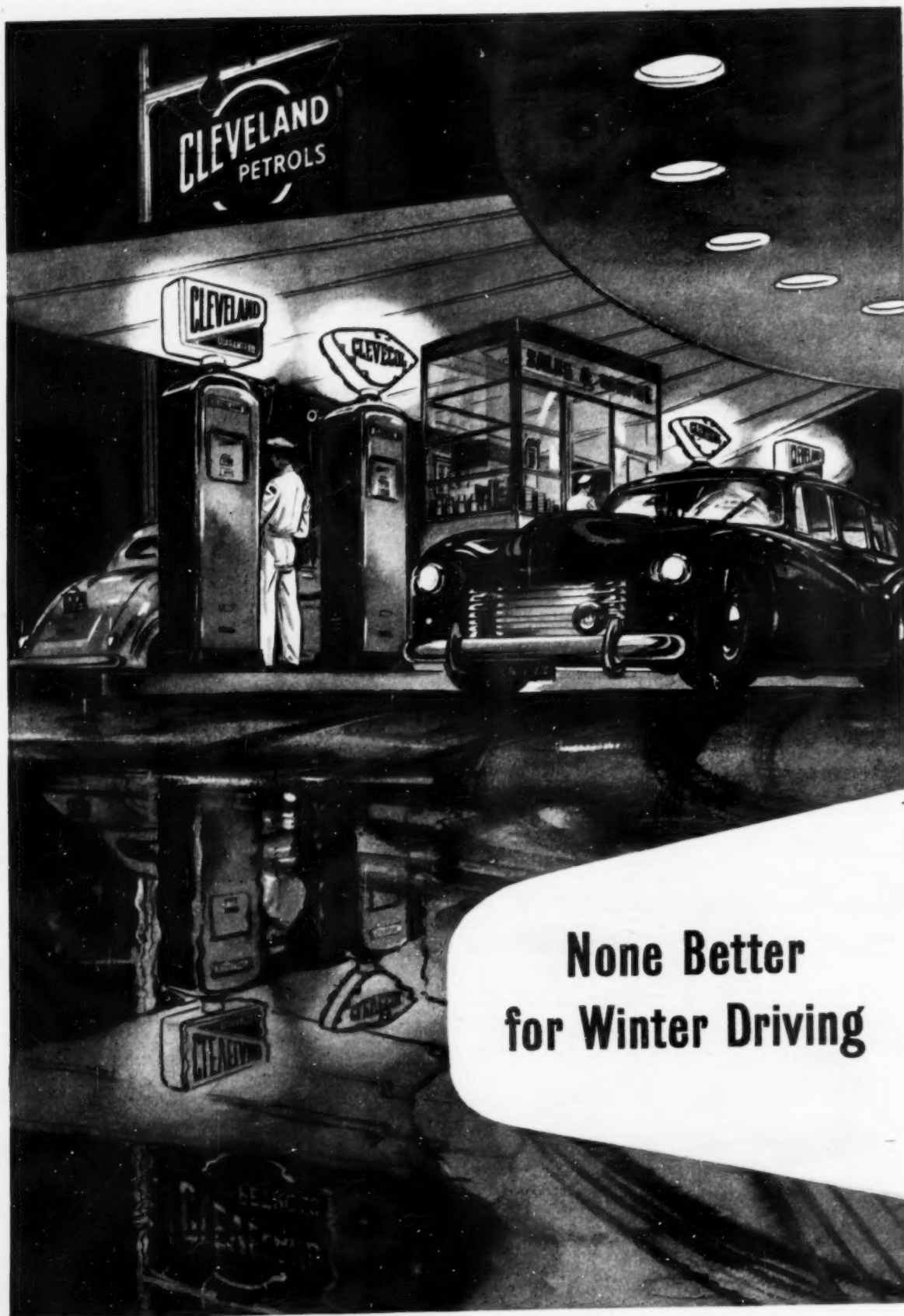


THE AUTOCAR, JANUARY 23, 1953



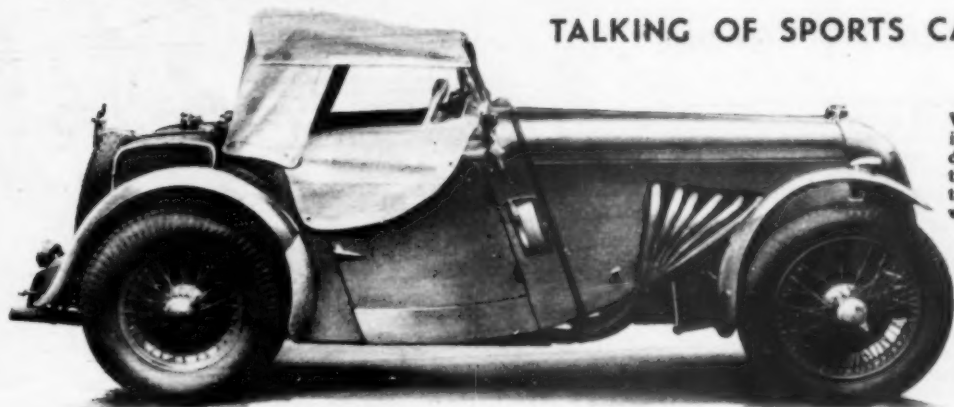
Grace... Space... Pace... **JAGUAR**

The finest car of its class in the world



**None Better
for Winter Driving**

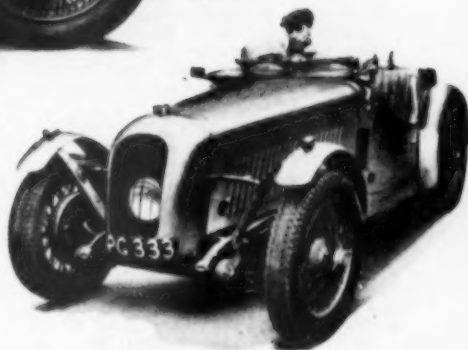
TALKING OF SPORTS CARS, No. 350



Wonderfully business-like in appearance, the car differs from standard in the external exhaust system, radiator cowl, front wings, and 6.50—16in rear tyres.

An Authentic LE MANS SINGER

UNUSUAL 1½-LITRE SIX WITH A GENUINE
SARTHE BACKGROUND



WHEN one says a car is ahead of its time one usually means it as a compliment, but in the Vintage scale of values it can be a greater compliment to describe a post-1930 sports car as being behind its time. In most tangible respects, the Singer here portrayed has Vintage sticking out all over, and, if cars have egos, this one's must be sorely riled at the accident of birth date (1934) that puts it, in V.S.C.C. terms, four years beyond the pale.

By their manner of going and general character, Vintage and V-type vehicles always have bred a tungsten hardhood in their owners, and BPG 333 is evidently no exception. This Singer is, and has been since 1938, the property of James Tilling, a well-known public-address warbler at speed events and an intermittent performer in these jousts. The November day fixed for my rendezvous with Tilling and the Singer, preparatory to this prose, was bitingly cold. The main windscreen was flat and the hood down as BPG 333 rolled from its garage, putting the whole onus of weather protection on a single aero screen. So I saw James' point—or thought I saw it—when he said, "Wait a minute while I get dressed." He got dressed—by putting on one trouser clip. ("The gear box throws a bit of oil.")

Going Soft

The rather dapper hood seen in one photograph, tailored from pale tan plastic material, was, it developed, brand new and had never before been rigged. It wasn't replacing one that had worn out: it was the first ever fitted in the fourteen summers—equal to about 28 winters—of Tilling's ownership. With that clear, I wouldn't have blamed him if he had put on the other trouser clip as well and really started a fug.

My own recollections of the more ob-

scure Singer models of the early-to-mid 'thirties are hazy, but it seems that about fifty 1½-litre sixes were built. BPG 333 belonged to this batch, but, as we shall see, veered sharply from standard specification in a number of important respects.

It was not, in fact, built at the Singer factory at all. Fox and Nicholl, of the Kingston By-pass, constructed the machine in the early part of 1934, with the approval and collaboration of the factory. Fox and Nicholl, as older students will remember, were at that time liberal and celebrated patrons of *le Sport*, Arthur Fox, their principal, being the moving spirit in these enterprises.

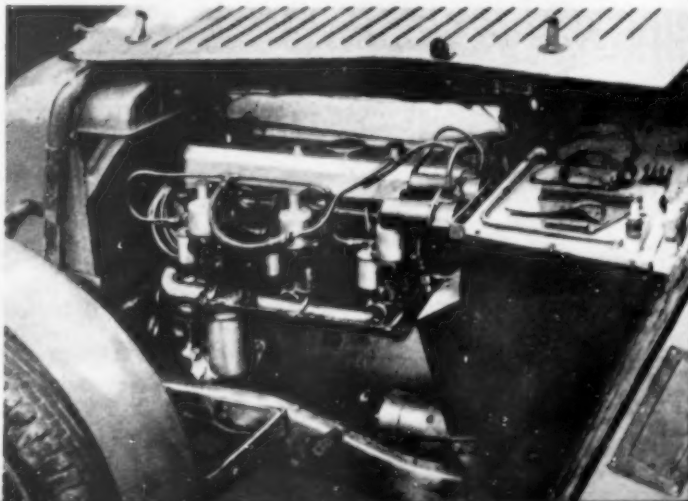
Singers, then, supplied an engine, gear box and other main units to Mr. Fox, and authorized him to hang them together in whatever interrelationship seemed best to him for the job in hand, which was Les Vingt-quatre Heures du Mans, 1934. Three cars in all were run up to approximately the same set of drawings, and given the type marks N1, N2 and N3. Tilling's is N1. N2 had, or anyway acquired, somewhere along the road, a

coupe body; this one, of the same engine capacity as BPG 333, eventually went to a French home, and all trace of it is lost; N3 was a 2-litre. It can therefore be fairly claimed for the Tillingwagen that it has no counterpart in existence anywhere.

Its chassis frame is short and markedly wider in front than at the back, the axle dimensions being such as to give pronounced crab-tracking. The road springs—half-elliptics, of course—were also a Fox and Nicholl contribution, of beautiful workmanship and having their clip mountings forged integrally with the leaves. The deeply ribbed brake drums, of 13in effective diameter, were, I believe, standard on the parent model, but the normal iron shoes were replaced at the outset by aluminium alloy ones.

The three-carburettor engine, with a bore and stroke of 59 and 91 mm, differs from ordinary in the matters of sump capacity and compression ratio, the former being extra large. When Tilling bought the car, the c.r. was an immoderate 9.8 to 1, partly by courtesy of a thin Klingers gasket. But that, of course,

The 1½-litre six-cylinder engine, of which only about 50 examples were produced, has an enlarged sump capacity and a compression ratio of 8 to 1.



LE MANS SINGER . . . continued

would make quite the wrong music on Pool, and at present the ratio is 8 to 1.

There appear to have been at least two transformations in the transmission department. Originally, the gear box would naturally have had close ratios, the objectives being what they were, but an intermediate owner, name of Wood, from whom Tilling acquired the car in '38 after a spell of bargaining, installed a set of wide ones. These Tilling retained for some time, because they suited the rough-stuff trials which were at that time his idea of fun; but later, when his fancy turned to contests of speed and going from place to place on the road as fast as possible, he laid on the current groupings. These are 4.4, 5.8, 9.3 and 12.4 to 1. Outwardly, the box looks standard, but all gears have straight-cut teeth instead of helical.

Impressive History

In infancy, this Singer knew the imprint of distinguished pants. Brian Lewis (now Lord Essendon) and the late John Hindmarsh co-drove it at Le Mans in 1934, finishing seventh on general classification, second in that year's Rudge Cup final and sixth in the qualifying round for the following season's Rudge Cup. For the record, the exact distance covered by N1 in twenty-four hours was 2,631 km 672 metres. Mr. Fox, who drove the car for his own edification right after the finish, recalls that its condition was perfect, which is more than you can say for most Le Mans finishers, even today.

In the other race in which Lewis drove it, the 1934 Mannin Beg at Douglas, the Singer bent a valve and retired. After it had ceased to share entry forms with Arthur Fox's signature, it ran in a number of minor pre-war races, among them the Light Car Club's relay race at Brooklands.

Fox and Nicholl took the car all apart for Tilling soon after the war, and put it back in spanking order. Afterwards, in the course of the Eternal Quest For Speed, Auto Menders, Ltd., Singer specialists, had quite a go at the engine, and, among other things, modified the combustion chambers, fitted larger valves, and added the banana-bunch exhaust manifold seen in an illustration. I forgot to mention, incidentally, that three different

The successful treatment of the rear end was always a pleasure to enthusiasts in the mid-thirties.

compression ratios have been used at various times; following the 9.8 to 1 phase, it appears that the ratio must have been dropped to anyway less than 8 to 1, for Mr. R. A. Hellyar, of Auto Menders, in some written testimony I have by me, mentions that the operations listed in this paragraph included raising it to 8 to 1. "In this form," he adds, "well over 70 b.h.p. was available."

Moths ate the carpet during the war, but that was as far as the ravages of idleness went. The original chromium and maroon cellulose stood up faultlessly to the long lay-up and have also survived old BPG 333's varied and energetic post-war activity. Pre-war maximum speed is said to have been 103 m.p.h., running the highest compression, and is now around 95. The Singer can be, and is, cruised at between 80 and 85, and makes no bones about 5,300 r.p.m. on the gears. At 4,000 a minute on top, road speed is 73. Coolant temperatures fluctuate in the Centigrade eighies with the foot well down on the road or in races, but, in the absence of a fan, a merry boil is reached in city traffic without much delay. The cockpit, however, seldom gets unduly hot, owing mainly to the hinged air plackets in the sides of the scuttle.

Acceleration, although good, is nothing to write letters about, understandably enough when you consider that the weight comes out at 18½cwt counting oil, water and two gallons of fuel. I have noticed that owners of startlingly accelerative sports cars always memorize, and shoot lines about, their Brighton times, the famous waterfront kilometre being the standard British criterion of take-off. Well, BPG 333 has done its Brightons, of course,

but Tilling doesn't even remember its time offhand.

Fuel economy, on the other hand, does warrant mild boasts, in the light of the Singer's not inconsiderable weight: it averages 22 m.p.g. in road use and 15 around circuits such as Goodwood. Motoring for fun is, however, this car's main mission in life today, and, very little time or money being devoted to its preparation for the occasional races it is seen in, it frankly doesn't encumber the Tilling shelves with costly trophies. The nearest J.T. gets to shooting lines over this aspect of its modern career is to say that at Goodwood, when receiving a thoroughly flattering 15 sec start in a five-lap race from the Connaughts, it can just manage to avoid being lapped by them.

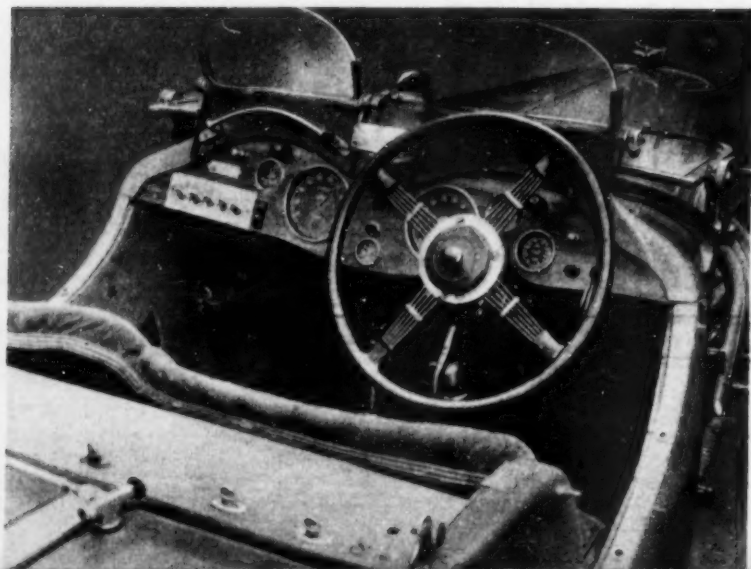
Round the Bends

The most endearing single characteristic of BPG 333 is its phenomenal cornering. This, for some reason which our M.S.A.E.s could doubtless explain right out of their heads, is a common trait of extreme crab-trackers; also contributory, I think, is the fact that, since the springs don't spring to speak of (not even with the Telecontrols slacked right off), roll is virtually non-existent. And it doesn't take an M.S.A.E. to tell you that a tyre possesses maximum cornering power when it is perpendicular to the road.

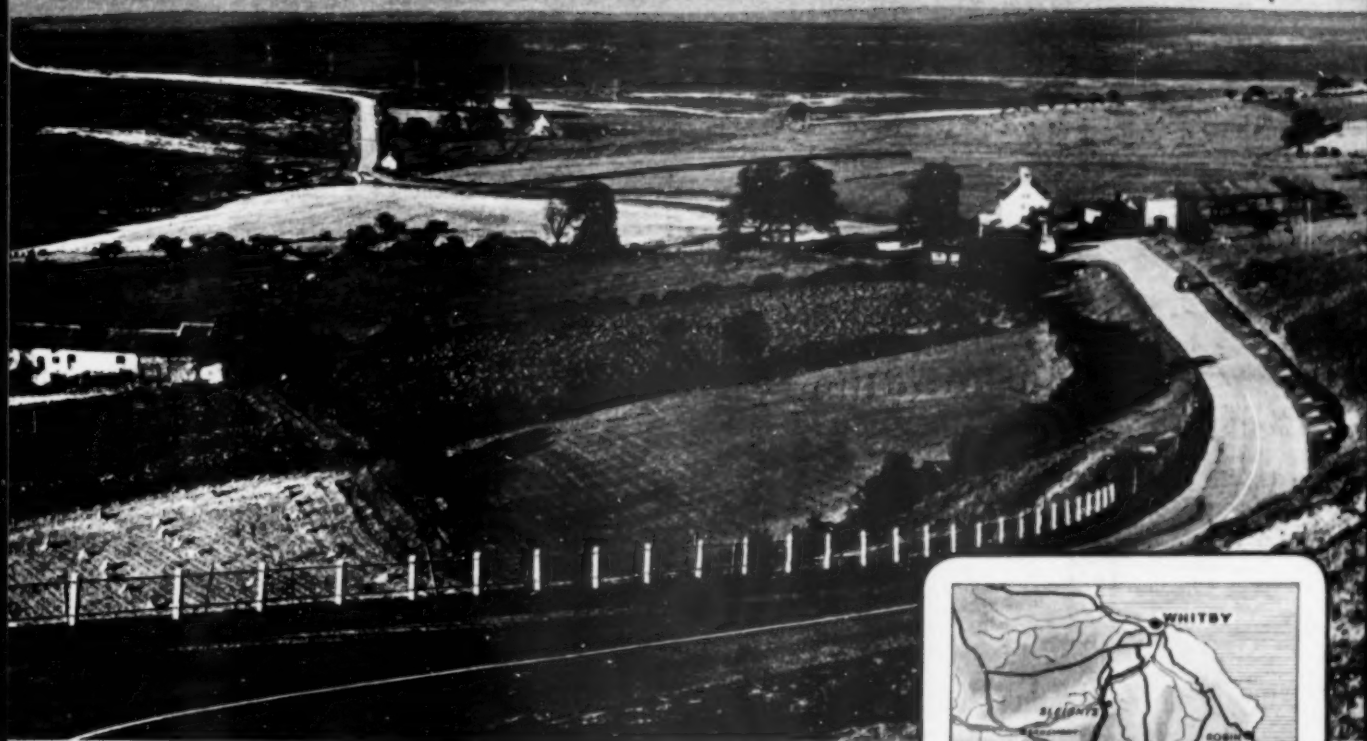
In common with all really harshly suspended cars, the Singer feels a bit like a concrete mixer at low speeds over in-different surfaces, but somehow rises above the jerks when seventies, eighties and nineties loom on the dial. Talking of dials, the odometer now shows 37,867, or did when these notes were collected, and this figure is thought to represent total mileage covered since new. Partly, perhaps, resulting from the notorious effects of corrosion during prolonged lay-ups, a rebore was found to be desirable when Fox and Nicholl did their early post-war tear-down, and twenty thousandths were taken off. Subsequent honing subtracted a further twenty from the cylinder walls.

Main visible changes since early youth, all of them carried out by the present owner, have been the addition of the distinctive radiator cowl seen in the pictures, and the banishment of the original P.80 head lamps. The more compact chandlery now in use, aided by a spot lamp located within and concealed by the frontal cowl, provides all the ray-power that Tilling finds he needs. All the electrics are individually switched and fused, and the facia dials are six in number—a large rev counter plumb in front of the driver, a matching speedometer, plus an ammeter, oil pressure gauge, Telecontrol meter, and a combined oil and water thermometer.

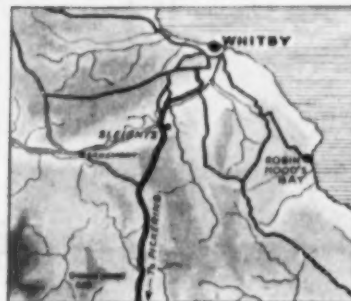
DENNIS MAY.



Six in number, the facia dials comprise a large speedometer, rev counter, ammeter, oil pressure gauge, Telecontrol meter and a combined oil and water thermometer.



*For the sheer joy of driving ...
I'd like to go there in an*
ALVIS



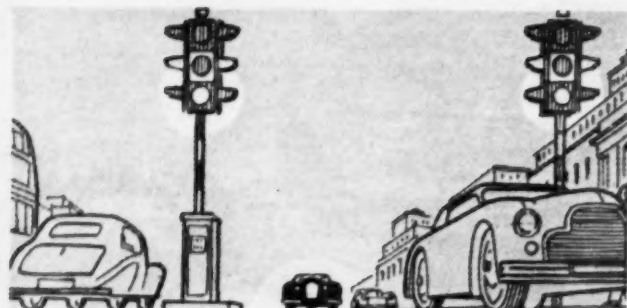
'Prospect of Whitby'

From the uplands of the Yorkshire moors, with Whitby beyond the horizon rim, this typical moorland road snakes down and away into the heathered distance. This is the sort of opportunity for fast-cornering under perfect control which the Alvis owner seeks and takes, with both hands on the wheel and all the world before him.

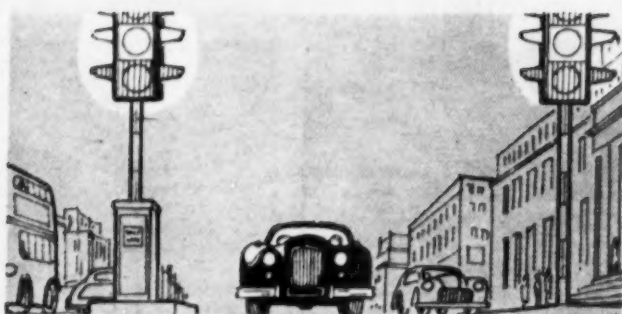
In the words of "The Autocar" ROAD TEST, February 15th, 1952: "It takes all that a fast driver in a hurry can give it, and gives him satisfaction in its way of doing so."



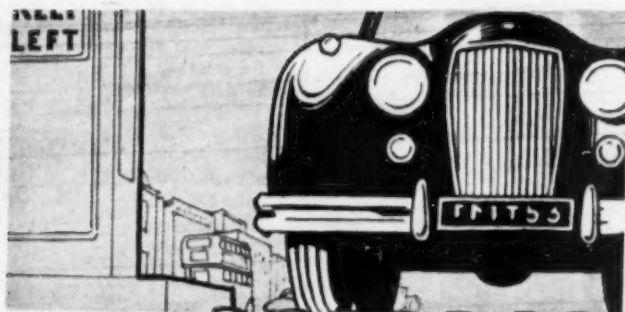
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Brake drums are rather like people—they're apt to get rather hot and bothered. And a brake drum at 300° centigrade is quite hot enough to be bothered about... especially when a brake lining continues to be pressed against it with some force! With the searing heat of a brake drum as partner, linings sometimes will fade or lose efficiency. Ferodo Limited believe in research and testing and then more research and more testing, which is why Ferodo anti-fade brake linings will give you safer, smoother, more reliable braking under the trying conditions of modern motoring. Your guarantee that genuine Ferodo anti-fade linings have been fitted is the orange and black label which the garage will attach to your steering wheel after a re-line.

*** When did you
last have your
brakes tested?**

Brakes become inefficient so gradually that you may not be aware of it. Why not have them checked at a local garage displaying this sign? When a re-line is necessary—insist on

FERODO BRAKE LININGS

CARAVAN COMMENTARY

By

JOHN YOXALL

An exquisite site on the banks of the River Wye at Priory Farm, Kerne Bridge, Herefordshire. It is an ideal centre for touring the Wye Valley.



Snaking—and Weight

WHEREVER caravanners are gathered together, sooner or later the subject of snaking is almost bound to be brought up in conversation. Everyone has his own pet theories as to the cause and prevention.

Snaking can be defined as the condition obtaining when, by a series of side thrusts, an unstable caravan takes partial charge of the steering of the towing vehicle, lurching from side to side—each lurch being of greater magnitude than the last if no remedial action is taken.

Contributory causes are numerous; traffic-worn roads, bad caravan design, bad load distribution and worn steer-

ing all have their effect, but the main cause is the use of cars of insufficient weight. Put another way, a soap box on wheels—however bad its towing characteristics—could not possibly affect the steering of a towing car, but if the vehicle weights were reversed the soap box would take charge every time.

For many years the standard formulae for selecting a suitable weight-ratio of caravan to towing car have been based on the old R.A.C. rating of the car engine, and the all-up weight of the car and caravan. By power, 1½ cwt of van per nominal h.p. was considered to be just about the upward limit, and by weight 15 cwt of van per ton of car ensured a reasonable ratio.

The second formula was the more useful of the two.

R.A.C. ratings are, however, things of the past—and power outputs from modern engines are very varied in relation to engine size. A more modern formula, in which the power output per litre is considered as well as the car weight, is now required. Taking a dozen standard British cars, of a type likely to be used for towing, averaging their power output per litre of engine volume and conditioning the resulting caravan weight allowance by the average weight of the 12 cars studied, one obtains a figure of 12 cwt per litre. This appears to be just about right. According to this formula an Austin Somerset would comfortably tow 14½ cwt and a Hereford 26½ cwt, a Standard Vanguard 25½ cwt and a Morris Oxford 18 cwt. If every caravanner adhered to this power-weight ratio there would be fewer outfits creeping about our already crowded roads to the fury of other road users.

A caravan with wheels set well to the rear of the centre line is, other things being equal, a van which will follow the towing car steadily and faithfully. Since, however, the furniture layout is dictated by convenience and not by weight distribution, there is a tendency for this type of van to be very nose heavy—so much so that nose heaviness has come to be considered as a *sine qua non* of a good towing caravan. If, however, the same van could be balanced by placing the heavy pieces of furniture over the axle line, and a weight equal to that which was on the nose of the van was put into the rear of the towing vehicle, then the towing characteristics would be very much improved. Obviously the furniture of a van cannot be carried in the car, but it is usually possible to stow the gas bottle in the car luggage compartment, and the difference between running with a full or empty fuel tank is most noticeable. In this connection the modern end-kitchen is a bad



A tight squeeze. Mr. Ralph Lee, a vice-president of the British Caravanners' Club, finds his Standard Vanguard-Cheltenham Eland outfit a trifle large for the gate leading to Moor Farm at Fairford, in the Cotswolds.

CARAVAN COMMENTARY . . . continued

offender, especially now the fitting of an oven is becoming ordinary practice in touring vans. This heavy weight on such a long lever arm is bound to have a very unbalancing effect.

A van trying to take charge while the outfit is running downhill is easily understandable, as is also the case where the brakes have been hurriedly applied while the car and van are out of line. Certain it is that a higher speed can be maintained quite safely while towing along an uncambered good road surface than on a worn road with considerable camber. What is it, then, which starts a snake while towing along a straight road?

A glimpse at the caravan chassis will show that when some road irregularity compresses either spring, the wheel on that side moves slightly aft as well as upward, imparting a turning moment to the whole van and a side load on the towing coupling. As the spring rebounds the wheel then moves forward as well as downwards, reversing the turning moment and also the side load on the coupling. At this stage, if the van is too heavy for the towing car, the snake is felt in the steering and over-correction is almost bound to follow. Instinctively the inexperienced driver takes his foot off the throttle and the van overruns the car—thereby, at least momentarily, aggravating the snaking.

The trouble lies largely in the employment of short, stiff, highly cambered springs, overhard tyres and no

dampers. Long, straight-leaved springs with dampers and anti-roll bars incorporated, used with tyres of ample dimensions, would eliminate 90 per cent of towing instability—provided always that weak axles are not the cause of the trouble. Such things are not entirely unknown, but this trouble is more likely to be met in the heavier, non-touring vans.

Endless care and ingenuity have gone into the design and layout of the interiors of caravans, but the simple suspension under the floor—so important in a touring van—has been seriously neglected, and is a long way behind the riding qualities of the cars that tow them.

One last word on this subject. The ladies, as we know, will insist on having furniture where they want it, regardless of weight distribution, but there is at least one van on the market where the gas bottle, stove, oven, china store and a chest of drawers are all on the left side of the van. It seems to me that if nothing else could be done the tow pole could have been put at the other end to get this heavy load up out of the gutter.

New Layouts

A REFRESHING sight at Earls Court last year was the interior of the Bison, Cheltenham's new van. The centre bed, which forms a right-angled settee during the day, gives

quite a "new look" to this 15ft 3in van, and the division is in such a position that if the children are in bed the parents still have a very attractive lounge for their use during the evening without disturbing the offspring. For its size the Bison is just about as attractively roomy as it is possible to be.

The Tickford Knight is another refreshing example of the modern touch—its angular, bizarre, outline requires a little getting used to, but its quality of woodwork is a joy. It is quite an original idea to offer the van in a basic state—the customer ordering such extra furniture and equipment as required, the only trouble being that the availability of so much attractive material is likely to tempt the prospective owner to overload or overcrowd his new acquisition.

Another Lightweight

NEW lightweights continue to appear on the market and the latest is the Rambler made by the Dinky company, of West Wickham, Kent. Claimed to weigh not more than 6 cwt ex-works, the Rambler is a three berth with a length of only 10ft and a width of 5ft.

An athwartships double bed is provided in the dinette fashion plus a folding extension in the left-side wall into which the foot of the bed goes. The layout is otherwise very simple—it must be to get down to such a low weight—and the price is £175. It appears to be quite a sound van but the finish could be improved and some provision is required to prevent rain entering at the top of the windows while on tow.

For the Caravan Bookshelf

FROM Caravan Publications, Ltd., Link House, Store Street, London, W.C.1, comes a new handbook which is complementary to their well-known *Caravan Manual*. The new book is *Bottled Gas for Caravans, Boats and Country Houses*. It deals exhaustively with the production of butane gas, its use and the installation and maintenance of appliances. Butane gas has certain peculiarities and knowledge of these is necessary to get the best service from it. The price is 4s 6d.

A second book recently published is *The Book of the Trailer Caravan*, by Arthur E. North. It is the latest addition to Pitmans Motorist's Library. It claims only to provide a practical and sufficiently comprehensive guide to would-be caravanners and all but the highly expert. In this aim it succeeds admirably, though whether the actual construction of a caravan comes within this scope is debatable. The price is 6s.



A feeling of roominess and comfort is imparted by the interior layout of the new Cheltenham Bison. The usual corridor effect is quite gone.



At Ballygrainey, Co. Down, this intersection is aptly named "The Six Road Ends." The two signposts point to Doughadee, Bangor, Conlig, Newtownards, Groomsport and Carrowdore.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

"PASSAGE A NIVEAU"

British Railways Please Note

[64671].—I see that The Scribe is drawing attention to the experiment which British Railways are making with a set of lifting barriers at Warthill, Yorkshire (Disconnected Jottings, January 2).

It is rather amusing that the Railway Executive should start making experiments at this late date. Not only has this type of crossing control been amply proved on the Continent, but similar lifting barriers have been in operation at our Stanton works for the past 25 years. The main road at this point, between Ilkeston and Sandiacre, crosses seven railway lines, which carry a heavy traffic movement during 24 hours each day. The barriers have a span of 35ft and are operated from a control tower in the centre of the crossing.

If British Railways would like to send some representatives to Stanton, they might save themselves a lot of time and trouble with costly experiments of the sort referred to.

Nottingham.

S. C. BOND,
Transport Manager,
The Stanton Ironworks Co., Ltd.

"TONGUE IN CHEEK"

How to Control Users of Electricity

[64672].—For reliable information about motoring I read the motoring journals, of which *The Autocar* is my favourite.

For similarly reliable information about electricity supply your readers would do well to read the electrical Press.

Your editorial reference (*The Autocar*, January 9) to "more and more electrical generating capacity to cope with a peak

demand that little is done to control," has all the authenticity of the non-motoring journals on motoring!

Perhaps you—so often and so rightly the champion of liberty and the opponent of controls—would say exactly what controls you would impose on users of electricity. A. L. BURNELL,
Cuckfield, Sussex.

[The electrical generating capacity was cited—"at random," to quote our Editorial—as an example of extravagance. It is similarly cited by *The Economist*, to name another authority. Is a motoring journal never to mention such things to prove its points? If so, a state of absurdity will soon be reached. "Control" does not necessarily mean "controls" in the sense of regulations; the price mechanism is an excellent control. Its abolition led to the "controls" from which this country is just shaking itself free. Is our correspondent arguing that it is good sense to accommodate a peak electrical demand that may be reached for only minutes in a whole year? Not even this liberty-loving journal can subscribe to that.—Ed.]

TORQUE CONVERTERS

Slipping Clutch has Uses as an Alternative

[64673].—Mr. E. Field [64620] has made an important point with regard to the slipping clutch.

I have recently driven a car fitted with such a device, and can confirm everything Mr. Field experienced on his model. The smoothness of take-up and ease of control have to be experienced to be believed. In practice, if it is fitted in conjunction with a normal four-speed gear box, it is possible to start off almost anywhere with smoothness in top. In traffic the ease of driving without the necessity of touching the gear lever is a real pleasure, and Mr. Field is quite right in his contention that gear ratios should be chosen to take advantage of this ability to transmit the whole of the input torque at any given output speed, the latter being progressively controllable with complete smoothness.

Using third gear, the acceleration from a standstill is about the same as that normally achieved by going through the gears from first.

CORRESPONDENCE

continued

Needless to say, the smoothness is achieved hydraulically and therefore almost without friction. Furthermore, no undue heat is generated and prolonged tests have indicated no appreciable wearing up to 100,000 miles of running.

It forms, to my mind, an ideal transmission offering the smoothness of the turbo torque-converter, but without its cost and inefficiency, whilst leaving under the driver's control the ability to change or not to change gear when and where he pleases, though it makes unnecessary more than two service gears and an emergency low.

To avoid complications, let me say right away that this is a variable speed torque transmitter—not converter!

London, S.W.1.

J. H. M. COOKE.

Problem Raised by Heat Dissipation

[64674.]—I notice that the model which Mr. Field used to experiment with his slipping clutch device was fitted with an electric motor. This is surely of some significance as the torque of an electric motor increases which decreasing engine revs, whereas that of an internal combustion engine decreases with decreasing engine revs. So the tendency would be for the truck to pull a large load up a steep hill and later accelerate to a maximum speed in any reasonable gear even without the slipping clutch device.

Assuming that a slipping clutch was fitted to a car how does Mr. Field think he would dissipate all the heat produced? It must be understood that in certain conditions the transmission system would have to "lose" as much as 25 b.h.p. This represents enough heat to boil nearly a gallon of cold water every minute.

I cannot imagine what advantages such a device could possibly have over the fluid flywheel fitted on some larger cars.

Wolverhampton, Staffordshire.

R. M. SERGEANT.

SPORTS CARS

A Request for Literature on European Makes

[64675.]—I am a sports car enthusiast, and although there are many English sports cars available here in the U.S., there are not many agents for French, German, and Italian sports cars.

I would like to know if there are any sports car enthusiasts in Europe who would like to exchange foreign car literature for American car literature. If there are, would they write to me?

El Monte, California.

JAMES M. SITZ.

[Letters will be forwarded.—Ed.]

REAR LAMPS

A Timely Appeal Based on Personal Experience

[64676.]—May I crave space in your columns to appeal to the owners of heavy vehicles, or for that matter all vehicles, to ensure that they are fitted with efficient rear lights? By a miracle, my family and I have survived a very serious collision with a dirty lorry equipped with a rear light which would have been a disgrace on a bicycle.

While I was in hospital another patient was admitted, suffering from injuries caused by the self-same negligence. I feel that it is not asking too much to appeal to operators to carry out the necessary modifications and so protect other road users and, at the same time, their drivers themselves. I would like to say in closing that the vehicles of a large number of firms are examples of lighting at its best.

G. W. JAKES.

Tredington, Warwickshire.

[Comment on inadequate rear lights is made on page 97.—Ed.]

WISE SAWS

To Push or to Pull?

[64677.]—A most delightful thing about so many of the Correspondence letters is their evocative character. Take this matter of pulling or pushing a hacksaw. The author of an article stated that hacksaw blades should be inserted in the frame with their teeth facing forward from the handle. However, someone writes that he fits blades the other way, thereby reducing the risk of breakage. Another confirms this idea, urging mechanical and engineering principles in support. Yet another, drawing upon the wisdom of the East, instances the native craftsmen who sharpen their wood-working saws so that they cut on the pull instead of on the push stroke.

At this point one may range into wider questions. What is

pull and what push? Or what is tension and what compression? Without tension inherent in its physical structure a body cannot support a compressive load. Where do we go from here?

Back to the hacksaw. Can a hacksaw blade be pushed? No! It is always pulled on its cutting stroke, no matter in which direction it is fitted. When pointed in the normal way the push on the handle is carried through to the front of the frame, which pulls the blade by means of a little peg hooked into a hole therein. The corresponding peg near the handle is at the wrong side of its corresponding hole to exert a push.

Why, then, do blades break? The teeth jam in the work. The blade locks and its leading end pulls against the immovable. The push on the handle, not being immediately arrested, swings the frame sideways about the forward end of the blade which snaps at the rearward side of the working cut in which it is stuck.

Now if the blade is inserted in the frame "backwards" it will cut only on the pull stroke and there is less risk of breakage because in the event of locking in the work the arresting resistance at the handle, together with the working pull, brings everything into line so that there is no bending to snap the blade. On the face of things the pull technique would appear to be desirable all the time, but pressure is more easily applied during the push stroke both on the handle and on the outer end of the frame. Furthermore, the push stroke appears to be more "natural."

As for those Eastern joiners' saws which cut on the pull stroke, are they specially made that way? Does Sheffield produce "reversed" saws for the Eastern market? D. H. S.

Manchester.

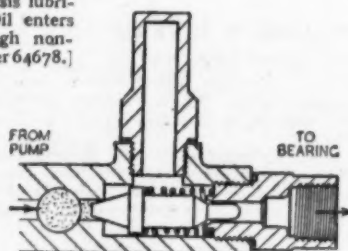
"EVERY 500 MILES"

Working Principles of the Enots One-shot System

[64678.]—I read the article entitled "Every 500 Miles" in your issue of December 12, 1952, with great interest, but feel that I must put forward a correct explanation of the working principles of the Enots one-shot system, as the description in your article was somewhat misleading and may lead to misuse of the system by owners.

The essence of good operation of this system is that the pump plunger be given a strong, quick push as far as it will travel, and then quickly released. During the inward stroke oil at high pressure (about 300 lb per sq in) passes down the main pipes to the headers, where it operates piston actuated non-return valves which move to a position blanking off the feeds to the bearings and opening the entrances to the various air chambers. The air in these chambers is compressed to a pressure equal to that of the main line pressure. On release of the pump plunger the

One of the air towers used in the Enots chassis lubrication system. Oil enters and leaves through non-return valves. [Letter 64678.]



non-return valves return to their original positions under spring pressure, thus blanking off the main feed from the pump and putting the air chamber in communication with the bearings. The compressed air then forces the correctly metered amount of oil to each bearing, the quantity to each bearing depending on the size of its respective air chamber. The pump meanwhile returns to its original position under spring pressure and recuperates from the main reservoir.

We maintain that this system is the only one which gives really accurate metering of oil to a number of bearings regardless of their state of wear, the main feed pipes to the headers being of generous proportions and virtually impossible to block if clean oil is used. Any restrictions after the headers owing to damaged pipes or tightness of bearings, with the exception of complete blockage, have no influence at all on the correct metering.

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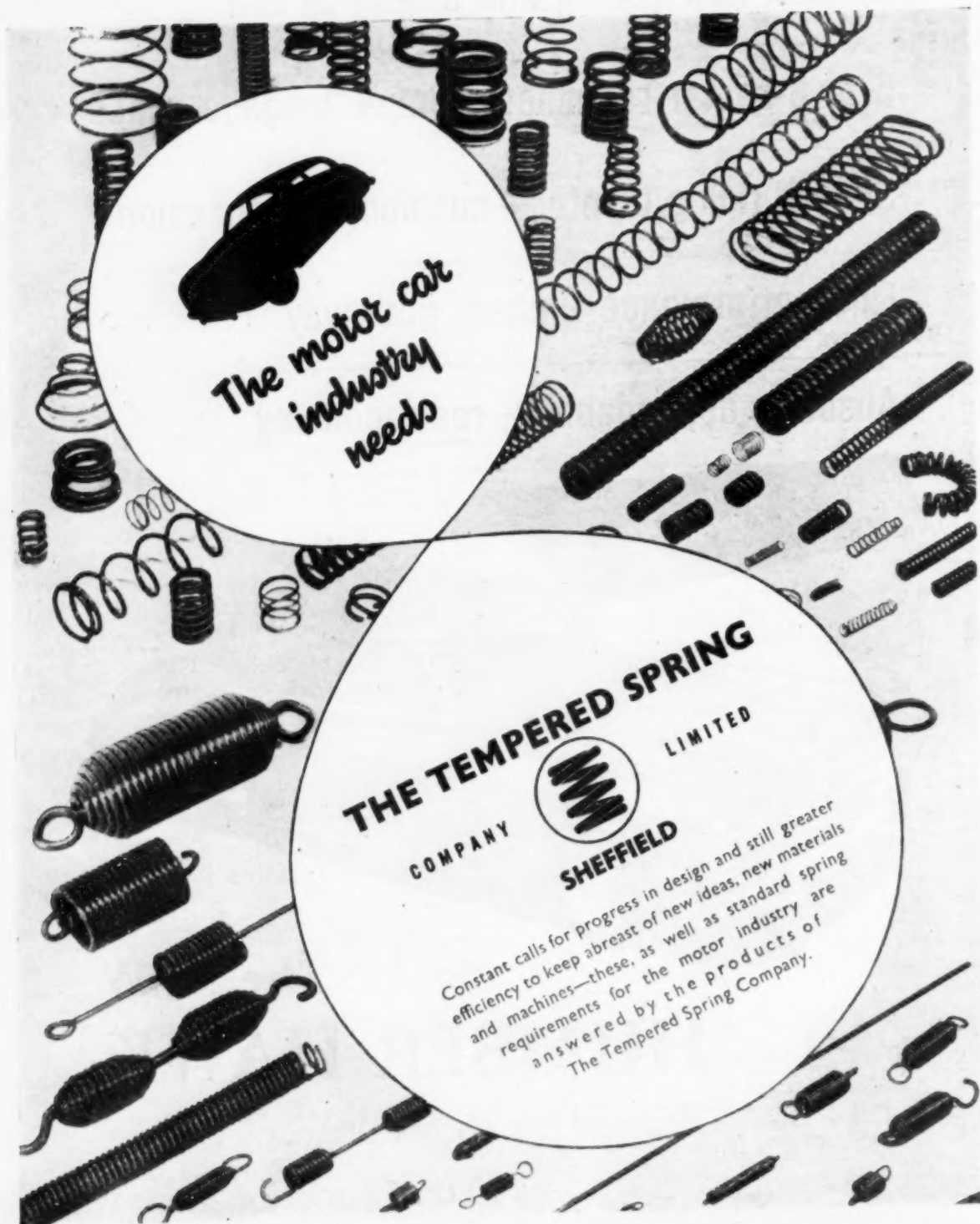



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CORRESPONDENCE

continued

LIGHTS IN FRANCE

British Visitors Beware

[64679].—There seems to be some misunderstanding among your readers regarding the Frenchman's reactions to British head lights. His disapproval of the lights is not because they are white, but because they do not dip.

In most, if not all, European countries, it is compulsory to fit the hooded type head light bulbs which, when dipped, have a very restricted beam of about 30 metres, but which are free from dazzle.

When one is used to meeting traffic fitted with these lights, the effect of a British light is rather like that of a searchlight and it is heartily disliked by all Continental drivers. The majority of nationals accept it as a necessary evil, but the Frenchman is apt to retaliate.

I, as well as thousands of Swiss and Italians, drive frequently in France at night with regulation head light bulbs and, although these are white, we have no troubles at all.

To fit tinted screens and so on, is to ask for trouble, as the Frenchman merely thinks he is meeting a fellow countryman who refuses to dip, and I hate to think of the result.

The obvious answer to the problem is to fit Continental type bulbs in your head lights before leaving and enjoy peaceful and uneventful night driving.

I. O. GRANT.

Brent, Switzerland.

British Visitors Need Not Worry!

[64680].—This letter is prompted by the fact that, living in Belgium, we make four or five visits a year to France and my friends are there every week.

All cars of British, American and German origin are now equipped with the same method of dipping and these cars are in the great majority in this country. More Belgian vehicles visit France than of any other nationality. To thousands of the "frontaliers" daily working in France and living in Belgium it is the daily ride to work. Very, very few cars are fitted with either yellow bulbs, stained lamp glasses, or yellow Cellophane covers.

In all my visits and those of my friends I have yet to hear of any Frenchman driving anyone off the road because he had white lamps and, furthermore, the very fact that an oncoming car has white and not yellow lamps proclaims its origin.

My 1951 Riley, fitted with modern Lucas dipping, has caused me, on every visit to England, a nightmare from the moment of leaving Dover. Owners of older Lucas types of lamp strongly resented the later dipping methods and none failed to throw at me all they had.

British motorists visiting France can do so with confidence without yellow bulbs; if that were not a fact yellow bulbs would be used on very large numbers of cars in this country.

A greater danger for the Britisher to avoid is ordering afternoon tea and cakes anywhere other than a recognized English tea-room in Paris. Afternoon tea and cakes are not a custom anywhere on the Continent and you must not be annoyed when the inevitable 1,000-franc bill is presented!

S. E. MYRANS.

Gand, Belgium.

[In fairness to France, we have obtained tea and cakes therein at prices varying from 200 to 600 francs!—Ed.]

SUPPRESSORS

Expert Practical Opinion Required

[64681].—The input to a standard ignition coil is about 50 watts; I do not know what is the efficiency of a coil, but, assuming it to be 50 per cent, then there are about 25 watts available in the high tension circuit. This energy is dissipated in the form of heat both at the plug gap and the rotor arm gap, and in overcoming the resistance offered by the leads and other parts of the circuit. If a suppressor forms part of the circuit, obviously a further part of the energy is wasted in overcoming this extra resistance and is, therefore, not available for its proper function, that of producing a spark at the plug gap. However, I believe the experts are not agreed as to whether it is the initial spark or the secondary induced discharge which is the more valuable property for ignition purposes, and for this reason, I feel it is most desirable for the question to be settled by practical experiment.

As the matter is now of national interest, I suggest we should seek an opinion from the National Physical Laboratory. All that is required is a normal type of engine running on a test bed against an electrical load. When the plant is warmed up and has settled down to its load, it will be necessary only for someone to

short out the suppressor whilst an assistant watches the ammeter for any variation in reading. The test could be made at tick-over and high speed, with rich and, in particular, weak carburettor settings, and at, say, compression ratios of 5 to 1 and 8 to 1. In my opinion the matter of starting from cold is subject to too many factors to give a reliable indication of the value, or otherwise of a suppressor. After all, an engine in proper tune will always start readily.

F. J. BAILEY.

Windwhistle, Somerset.

Resistors Included in Plug Insulators

[64682].—I cannot let Mr. William J. Hughes' letter [64611] pass without comment.

Mr. A. I. Forbes Simpson's statement [64590] that "aircraft engines are always fitted with resistors to prolong plug life" is, of course, perfectly correct.

Mr. Hughes' inability to find a resistor in the plug lead has led him to jump to the conclusion that none is fitted; in fact, if he were to break open the insulator of the plug itself, he would find a carbon resistor of between 1,000 and 3,000 ohms. This is fitted primarily to reduce erosion of the points.

This was one of the features which induced the Americans to fit British sparking plugs to their aircraft during the war, and, as a result of which, President Roosevelt made a public acknowledgement of their superiority.

Subsequently an American firm was given details of the design and manufacture of one of our plugs and thereafter put it into production.

S. H. RUTHERFORD, A.M.I.Inst.E.

North Wembley, Middlesex.

[Information on suppressor effects will be found on page 122.—Ed.]

"ROADS OF A COLOSSUS"

Enforcement of One Limit Easier than Two

[64683].—In reply to Mr. Eric Edwards [64635], may I suggest it would be an easier task for the police to enforce one uniform speed limit of 30 m.p.h. for heavy goods vehicles than two different limits?

To "H. H. C." [64636] I quote the result of a series of tests made by the Road Research Laboratory, when it was found that 94 per cent of vehicles with a speed limit of 20 m.p.h. exceeded this speed, whereas only 38 per cent exceeded 30 m.p.h.

London, S.W.7.

C. J. MAUDE-ROXBY.



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- "The Autocar" Road Tests 1952** By "The Autocar" Technical Staff. 5s net (By post 5s 3d)

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SUPPRESSORS: The Facts of Fitting

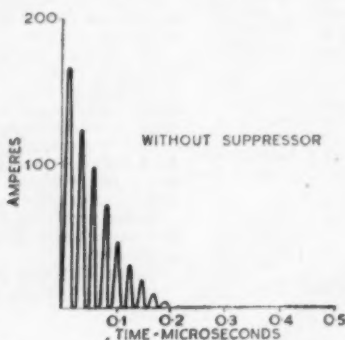
A LEADING AUTHORITY DILATES ON A CONTEMPORARY PROBLEM

IT is evident from the Correspondence columns of recent weeks that motorists are extremely interested in the effects of fitting radio and television suppressors to their ignition systems. They may be helped by information given in a Paper read before the London section of the British Institution of Radio Engineers by Mr. E. M. Lee, B.Sc., of Belling and Lee, Ltd., a name which needs no introduction in an electrical context. The author was dealing with radio interference in general and his section on interference by cars was only part of the wider Paper. None the less, it is that part which affects motor vehicles.

Of some interest is the author's view that it is "just apathy" which prevents the owners of vehicles from voluntarily fitting suppressors. It is more likely that the enormous sums which motorists have had to pay in taxation over the last fifty years have made them resent any further appeal to their generosity and therefore only compulsion is likely to have the desired result. This is a pity, but if the lesson is learned by the Government something will have been gained.

In its simplest form the action of a suppressor—usually a straightforward resistance—is to reduce an oscillating discharge of high peak ampereage to a single waveform of low ampereage, as is shown in the accompanying illustrations. The single waveform of what may be described as the damped discharge occupies a much longer period of time than the train of oscillations in the undamped discharge. The peak current of the un-

The frequency of the discharge lies between 30 and 50 megacycles (between 10 and 6 metres). This is quite close to the television frequencies used by the B.B.C. (41.5-66.75 megacycles) and also to high-frequency sound transmissions; moreover, a characteristic of spark discharge is its



The oscillatory nature of the ignition capacity spark current is shown here.

capacity to spread over the waveband, which is why the spark transmitter is retained for emergency use in distress at sea (on, however, 500 kilocycles).

The suppressor used in determining the graphs has the compromise value of 10,000 ohms, and it has been found that a resistor as low as 150 ohms is sufficient to render the discharge non-oscillatory, but this does not reduce the current sufficiently. Other values of resistance have varying virtues, but the 10,000 ohm figure is a useful one for general application.

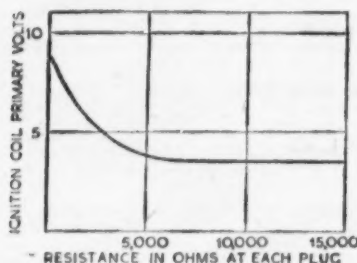
It is now widely agreed that no ill effects follow the fitting of suppressors. It is not generally agreed, however, that there is a beneficial result, but Mr. Lee's Paper seems to confirm this, as, indeed, does consideration of the facts presented. The most notable improvement likely is in cold starting, and here the prolongation of the first spark should increase the probability of its igniting the wet globules of fuel in the cold combustion chamber. Mr. Lee quotes a technical expert on ignition to the effect that the lower heat of the suppressed spark avoids the blowing away of the globules. In other words, action of the violent unsuppressed spark is akin to the use of explosives to extinguish an oil well fire.

An experiment by Joseph Lucas, Ltd. some years ago tends to confirm theory. This was carried out on a typical o.h.v. four-cylinder engine at a temperature of 0 deg F; that is, 32 deg below freezing point. The plug gaps were the conventional 0.02in and

the ignition leads were screened. The procedure was to increase the primary volts on the ignition coil until satisfactory firing was obtained. With no resistors 9 volts were necessary (the car had only a 6-volt supply) and the desired figure of 4 volts was not achieved until plug resistors of 5,000 ohms were fitted. Since then the U.S. Army has reached similar conclusions, which have been reiterated in the Correspondence pages.

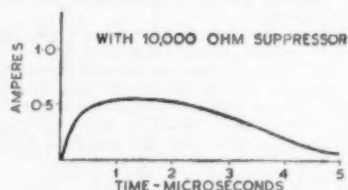
The other notable virtue of the suppressor is its ability to reduce the burning of the electrodes, the electrodes in question, of course, being the plug points. This is well appreciated in the aircraft industry, for aircraft always have resistors in their plugs to reduce erosion. "They dare not," says Mr. Lee, "fly without."

The author quotes various values of resistors which will produce various effects. To reduce plug erosion, aircraft use resistors of 1,500 ohms and over. For cold starting 5,000-ohm resistors have been found effective, but 100,000 ohms is better in troublesome cases. To suppress interference (with which motorists are chiefly concerned) any value above 5,000 ohms is suitable and, as before remarked, 10,000 ohms has been found to be a satisfactory compromise figure. Above 500,000 ohms, engine efficiency begins to be lowered and at very high resistance values there is a retarding effect on the ignition. However, Mr. Lee points out



The improvement to cold starting by the use of resistors in the plug leads; the curve continues as a straight line for higher resistance readings.

damped discharge may be as high as 200 amperes, whereas the suppressor reduces peak current of the single waveform to half an ampere. It is perhaps permissible to recall that there is very little difference in principle between ignition by sparking plug on a car and the propagation of radio signals by a spark transmitter.



Introduction of a suppressor resistor effectively eliminates the oscillations of the spark current.

that a small increase in plug gap or in the length of ignition leads has a greater effect on spark timing.

The accepted "better than nothing" standard of suppressing at the moment is a single suppressor in the high-tension lead from coil to distributor. Considerable improvement is effected if this is supplemented by further suppressors at the plug end of each plug lead. It is interesting to note that the resistance in the circuit to each plug thus becomes 20,000 ohms, the individual 10,000 ohms of resistance in the plug lead being added to the 10,000 ohms of resistance in the h.t. lead, the resistances being connected in series when the plug circuit is complete.



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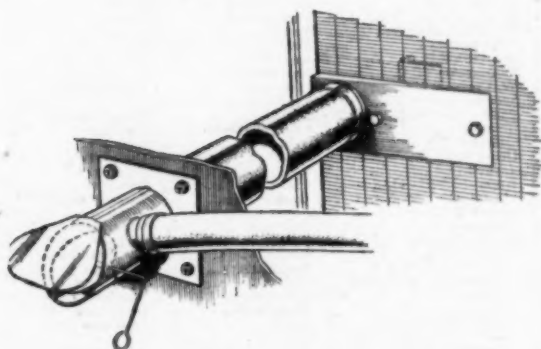


Those for whom the thoroughbred Lagonda Mark II Saloon is made glory in its even ride at speed and its imperturbable hold on the road. These virtues are the result of combining hand-built coachwork, four-wheel independent suspension and a magnificent power unit. The engine, in fact, is basically of the same 2.6 litre twin overhead camshaft design as that of the brilliantly successful race-bred Aston Martin D.B.2. Each Lagonda is individually built — and each one is a luxuriously appointed and beautifully mannered motor car.



THE THOROUGHbred 2.6 LITRE

ACCESSORIES



Simple Heater

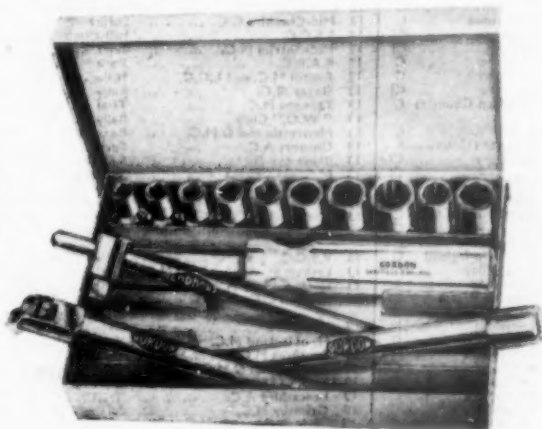
THE latest interior heater to use the warmed air from behind the car's own radiator has a wedged-shaped collector plate 7in wide and 3in deep. It passes air through a 2in rubber hose to an outlet unit mounted on the passenger side of the engine compartment bulkhead. The outlet unit can be closed, to switch off the heat, by a butterfly valve and wire lever. Made by A.S. Accessories, 279, Edgware Road, Colindale, London, N.W.9, the heater costs £2 15s, and is painted brown.

A heater of this kind effectively takes the chill off the car's interior, its efficiency being largely dependent on the maintenance of a proper engine running temperature. The use of rubber hose is perhaps a little undesirable, for many people find the rubbery smell which may enter the car unpleasant to them.

Socket Spanners

A RANGE of boxed sets of socket spanners is being made by Gordon Tools, Ltd., Assam Works, Rockingham Street, Sheffield. There is the 1421 B.A. or 1422 A/F, with eight spanners and one key, costing £1 2s 3d. Another, the 1419 B.A., has eight spanners and three keys, and costs £1 12s 3d. The largest

One of the new Coronation socket spanner sets by Gordon Tools, Ltd., the 1417 B.A., which costs £2 5s 6d.



The A.S. car heater, showing the collector plate behind the radiator, and the outlet unit in the body interior. The latter is regulated by a butterfly valve; the heart-shaped shield is fixed, and serves only to divert the air downwards towards the floor.

is the 1415; it includes a variety of keys and extensions, ten socket spanners, a set of open-jaw spanners, and a pair of the kind of pliers-cum-spanner which have a variable pivot and jaw opening. This set is £3 9s 6d.

The spanners are of very good quality.

Exhaust Leaks

A LEAKING or partly fractured exhaust system will usually be found to be too thin or too corroded for welding to be easy, and must be patched somehow. A useful preparation for this purpose, which has just been introduced under the name of Bungo, takes the form of a bandage of felted asbestos, impregnated with heat-curing synthetic resin. It is initially very soft and flexible. It is wrapped round a damaged pipe, with a 1in overlap of each fold over the previous one, and afterwards pressed firmly all over with the fingers.

When the engine is started and the pipe grows hot, the resin cures, the bandage sets hard, and an almost permanent repair is effected. In each roll there is a piece of thin metal sheet, which can be placed over a large hole before it is bandaged; once set, the bandage is very strong, but initially, before it sets, it might be bulged out by gas emerging from a big hole.

The retail price is 3s 6d post free. The

makers are M. C. and B. Heat Control, Ltd., Heaton Works, Potter Street, near Harlow, Essex.

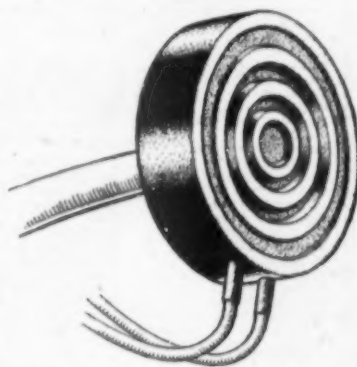
Tucked-away Batteries

THE makers of Exide batteries, Chloride Batteries, Ltd., 6-10, Whitfield Street, London, W.1, have a new battery topping-up spout, which fits the neck of any pint bottle, and is cranked to make easy the replenishing of a battery which is rather

The Exide plastic filler which can be fitted to a bottle neck.



tucked away in an inaccessible place. The tip of the spout is rested on the top of the separators in a battery and the bottle is tilted. The spout will add water to the cell until it is at the correct level, and then stop automatically. The device costs 2s 9d.



Outwardly, the Pedalite is a normal brake pedal rubber, except for the two leads emerging at the side. The contacts are housed between the metal and the rubber treads of the pedal.

Sensitive Stop Light

THERE is a number of motorists who believe that a brake warning light should show at the rear of a car not only when the pedal is depressed, but also when it is lightly touched, or when the foot is removed from the throttle and rested in readiness on the brake. To bring this about, an accessory has been introduced by C. Leedham, Congreaves House, Congreaves Road, Cradley Heath, Staffordshire. Called the Pedalite, it consists of a modified brake pedal rubber incorporating an electrical contact, with an input and an output lead which are taped down the shank of the pedal. The Pedalite, which costs 7s 6d, is for certain Austin cars—the A.40, A.70 and Ten (1937 onwards).

NATIONAL SPORTING CALENDAR

Continued from the last issue of "The Autocar"

JUNE—contd.

21	Falcon M.C.	Driving Tests	Hertfordshire	C
21	Coventry and Warwickshire M.C.	Trial	Coventry	C
21	S. of Scotland C.C.	Gymkhana	Kirkcudbright	C
21	Lothian C.C.	Sprint	—	C
21	Knowlside C.C.	Trial	Derbyshire	C
21	Sheffield and Hallamshire M.C.	Driving Tests	Bircotes	R
21	Cumberland S.C.C.	Rally	Cumberland	C
21	Morecambe C.C.	Rally	N. Lancashire	C
24	Omagh M.C.	Trial	Omagh	C
26-28	Plymouth M.C.	Rally	Devon-Cornwall	C
27	S.S.C.C.	Hill-climb	Bo'ness	I
27	W. Essex C.C.	Race Meeting	Boreham	C
27	Y.S.C.C.	Trial	Yorkshire	C
27-28	Maidstone and Mid-Kent M.C.	Rally	Margate	C
27	Veteran C.C. of G.B.	Rally and Trial	Hampshire	C
27	Midland M.C.	Race Meeting	Silverstone	C
27	Newry and D.M.C.	Hill-climb	Spelga	C
27-28	B.A.R.C. (York)	Rally	Buxton	C
28	Darlington and D.M.C.	Sporting Trial	N. Yorkshire	C
28	Bugatti O.C.	Hill-climb	Prescott	I
28	Hagley and D.L.C.C.	Driving Tests	Redditch	C
28	Lancie M.C.	Driving Tests	Thruston	C
28	Riley M.C. (Highlands)	Rally	—	C
28	Alvis O.C. (Scottish)	Driving Tests	Liverpool	C
28	Liverpool M.C.	Trial	N. Lincolnshire	C
28	Grimby M.C.	Driving Tests	—	C
28	Manchester U.M.C.	Driving Tests	—	C

JULY

3-4	S. Wales A.C.	Welsh Rally	S. Wales	N
4	Royal Scottish A.C.	Hill-climb	Rest-and-Be Thankful	N
4	M.C.C.	Team Trial	—	R
4	U.H.U.M.C.	Sprint	Tring	C
4	M.G. C.C.	Race Meeting	Silverstone	C
4	King's College M.C.	Trial	N. Yorkshire	C
4	Cumberland S.C.C.	Rally	—	C
4	Eastern Counties M.C.	Race Meeting	Snetterton	C
4-5	Peterborough M.C.	Night Navigation Rally	Peterborough	C
4-5	B.A.R.C.	Rally	Eastbourne	C
4-5	N. Staffs M.C.	Rally	Derbyshire	C
5	C.S.M.A.	Trial	Redhill	C
5	Half-Litre C.C.	Race Meeting	—	C
5	Morgan 4-4 Club	Driving Tests	Midlands	C
5	Cemian M.C.	Rally	—	C
5	N. Midland M.C.	Trial	—	C
5	Hornham and D.M.C. and L.C.C.	Trial	Sussex-Dorset	C
5	Herts County and A.C.	Trial	—	C
5	B.A.R.C. (N.W.)	Trial	Wales	C
5	West of England M.C.	Navigation Trial	Devon-Cornwall	C
5	De Lacey M.C. of Pontefract	Driving Tests	Pontefract	C
9	Jersey M.C. and L.C.C.	Race Meeting	St. Helier	C
11	Brighton and Hove M.C.	Rally	Sussex	I
11	C.S.M.A. (Farnborough)	Regularity Trial	Farnborough	C
11	Veteran C.C. of G.B.	Rally-Hill-climb	Hastings	C
11	M.G. C.C. (Scottish)	Grass Hill-climb	—	C
11-12	Singer O.C.	Night Trial	Buckinghamshire	C
11	E. Anglian M.C.	Sprint	Wormingford	C
11	Lancashire A.C.	Hill-climb	Whalley	C
11	Rhyl and D.M.C.	Trial	Rhyl	C
11	V.S.C.C.	Race Meeting	Silverstone	C
12	V.S.C.C.	Rally	Buckinghamshire	C
12	Taunton M.C.	Driving Tests	Somerset-Devon	C
12	Seven-Fifty M.C.	Driving Tests	Farnborough	C
12	London M.C.	Trial	Essex	C
12	Bugatti O.C.	Hill-climb	Prescott	R
12	Grimby M.C.	Driving Tests	N. Lincolnshire	C
12	Burnhope and D.M.C.	Hill-climb	Durham	C
12	Leicestershire C.C.	Driving Tests	Leicestershire	C
15	Sunbac	Evening Trial	Birmingham	C
15	Newry and D.M.C.	Driving Tests	Cranfield	C
16	Jersey M.C. and L.C.C.	Sand Races	St. Ouen	C
18	R.A.C.	British Grand Prix	Silverstone	I
18	Middlesbrough and D.M.C.	Sand Races	Redcar	C
18	Chester M.C.	Rally	Wales	C
18	Bolton-le-Moors C.C.	Rally	Cheshire	C
19	S. of Scotland C.C.	Rally	Dumfries	C
19	Sporting C.C. of Norfolk	Rally	E. Anglia	C
19	Cranleigh and D.M.C. and L.C.C.	Regularity Trial	Southern Counties	C
19	W. Essex C.C.	Rally	Essex	C
19	Lloyd's M.C.	Rally	Southern Counties	C
19	Maidstone and Mid-Kent M.C.	Sprint	Ramsgate	C
19	Lothian C.C.	Sprint	—	C
19	Sunbeam-Talbot O.C.	Trial	—	C
19	B.A.R.C. (Yorkshire)	Trial	W. Riding	C
19	Northampton and D.M.C.	Sprint	Northamptonshire	C
19	Cambridge 50 C.C.	Driving Tests	—	C
19	Walsall and D.C.C.	Trial	Bridgnorth	C
22	Ulster A.C.	Trial	Northern Ireland	C
22	Jersey M.C. and L.C.C.	Hill-climb	Bouley Bay	I
25	N. or Ireland M.C.	Rally	N. Ireland	C
25	Midland A.C.	Hill-climb	Shelsley Walsh	C
25-26	W. Hants and Dorset C.C.	Night Trial	Hampshire	C
25	Walsl M.R.C.	Race Meeting	Fairwood	N
25	B.A.R.C.	Race Meeting	Goodwood	N
25	A.M.O.C.	Race Meeting	Snetterton	N
25	Aberdeen and D.M.C.	Race Meeting	Crimond	C
25	Bristol M.C. and L.C.C.	Veteran Trial	Bristol	R
26	Mid-Surrey A.C.	Trial	Hampshire	C
26	Shenstone and D.C.C.	Driving Tests	Lichfield	C
26	Savern Valley M.C.	Rally	Shropshire	C
29	Armagh and D.M.C.	Trial	—	C

AUGUST

1	Bentley D.C.	Race Meeting	Silverstone	C
1	Davidstow J.C.	Race Meeting	Davidstow	C
1	W. Essex C.C.	Race Meeting	Boreham	I
1	500 M.R.C. of Ireland	Race Meeting	N. Ireland	C
2	Liverpool M.C.	Driving Tests	Liverpool	C
2	Half-Litre C.C.	Race Meeting	Brands Hatch	I
2	Nottingham S.C.C.	Race Meeting	Nottingham	C
3	W. Cornwall M.C.	Hill-climb	Trengwainton	C
3	Sporting Owner D.C.	Race Meeting	—	C
3	Berkhamsted M.C. and C.C.	Speed Trial	Tewin Water	C
3	Bristol M.C. and L.C.C.	Race Meeting	—	N
5	Omagh M.C.	Trial	Omagh	C
8	S.S.C.C.	Race Meeting	Craigantlet	N
8	Hants and Berks M.C.	Sprint	Turnberry	C
9	N.L.E.C.C.	Driving Tests	Berkshire	C
9	Bugatti O.C.	Race Meeting	Buckinghamshire	C
9	Gosport A.C.	Rally	Silverstone	C
9	Morgan 4-4 Club	Rally	Winchester	C
9	Morecambe C.C.	Rally	Banbury	C
13	Jersey M.C. and L.C.C.	Sand Races	N. Lancashire	C
15-16	Bridgnorth and D.M.C.	Rally	St. Ouen	C
15	Winfield J.C.	Race Meeting	Bridgnorth	C
15	A.M.O.C.	Race Meeting	Charterhall	C
16	Thomas Estuary A.C.	Sprint	Silverstone	C
16	Falkirk and D.M.C.	Rally	Southend	C
16	Cumberland S.C.C.	Navigation Trial	—	C
16	Cambridge 50 C.C.	Race Meeting	Cumberland	C
19	Newry and D.M.C.	Driving Tests	Cranfield	C
21	N. Staffs M.C.	Rally	N. Staffordshire	C
22	B.A.R.C.	Race Meeting	Goodwood	C
22	Half-Litre C.C.	Race Meeting	—	C
22	W. Hants and Dorset C.C.	Sprint	Isleay	C
22	Riley M.C. (Highlands)	Hill-climb	—	C
22	Eastern Counties M.C.	Driving Tests	Suffolk	C
23	Plymouth M.C.	Rally	Don	C
23	Furness D.M.C.	Trial	Northern Counties	C
23	Bolton-le-Moors C.C.	Navigation Trial	Lancashire	C
23	Walsall and D.C.C.	Driving Tests	Walsall	C
27	Jersey M.C. and L.C.C.	Sand Races	St. Ouen	C
29	Midland A.C.	Hill-climb	Shelsley Walsh	C
29-30	Falkirk and D.M.C.	Rally	Yorkshire	C
29	Bristol M.C. and L.C.C.	Race Meeting	Castle Combe	C
29	Seven-Fifty C.C.	Six-Hour Race	Silverstone	N
30	Newcastle and D.M.C.	Rally	Newcastle	C
30	Huddersfield M.C.	Driving Tests	Huddersfield	C
30	Hagley and L.C.C.	Sprint	Worcestershire	C
30	Mid-Derbyshire M.C.	Trial	Derbyshire	C
30	V.S.C.C.	Hill-climb	Prescott	C

SEPTEMBER

4	Omagh M.C.	Trial	Omagh	C
5	Brighton and Hove M.C.	Speed Trials	Brighton	C
5	R.A.C.	Tourist Trophy	—	I
5	Cheltenham M.C.	Rally	S. Wales	C
5	Y.S.C.C.	Sprint	Croft	C
5-6	S. of Scotland C.C.	Rally	Ayr-Dumfries	C
5	Sunbac	Race Meeting	Silverstone	C
5	N. Staffs M.C.	Driving Tests	Attingham	C
5	Tunbridge Wells M.C.	Rally	Tunbridge Wells	C
5-6	Knowlside C.C.	Night Trial	N. Lancashire	C
5	Leicestershire C.C.	Night Trial	Leicestershire	C
6	V.C.C. of G.B.	Rally	—	C
6	Riley M.C. (Scottish)	Rally	Peebles	C
6	Falcon M.C.	Rally	Hertfordshire	C
6	Coventry and Warwick M.C.	Rally	—	C
6	Grimby M.C.	Rally	N. Lincolnshire	C
6	Chorley M.C.	Trial	Cheshire	C
6	N. Midland M.C.	Trial	—	C
6	Fyde M.S. Committee	Trial	Lancashire	C
6	Cumberland S.C.C.	Rally	—	C
6	Sporting Owner D.C.	Rally	Cheltenham	C
6	B.A.R.C. (S.W.)	Hill-climb	Brunton	C
7	Lanarkshire M.C. and C.C.	Evening Rally	Lanarkshire	C
7	Jersey M.C. and L.C.C.	Sand Races	St. Ouen	C
12	A.M.O.C.	Race Meeting	Snetterton	C
12	Mid-Cheshire C.C.	Sprint	Cheshire	C
12	S.S.C.C.	Hill-climb	Bo'ness	C
12	Mid-Antrim M.C.	Trial	Antrim	C
12	B.A.R.C.	Race Meeting	—	N
12	Bristol M.C. and L.C.C.	Hill-climb	Naish Hill	R
12	Singer O.C.	Rally	Hampshire	C
13	Taunton M.C.	Trial	Quanton Hills	C
13	"W.O." Club	Rally	—	C
13	Newcastle and D.M.C.	Regularity Hill-climb	Newcastle	C
13	Gosport A.C.	Sprint	Gosport	C
13	Ilkley and D.M.C.	Sporting Trial	Wharfedale	C
13	M.G. C.C. (S.E.)	Sporting Trial	S.E. Counties	C
13	Maidstone and Mid-Kent M.C.	Rally	Kent	C
13	Winfield J.C.	Race Meeting	Charterhall	C
13	Stockport M.C.	Rally	Staffordshire	C
13	Sheffield and Hallamshire M.C.	Sprint	Bircotes	C
13	V.S.C.C.	Rally	Madresfield	C
13	Lytham St. Annes and D.M.C.	Trial	Lancashire	C
13	Herts County A. and A.C.	Trial	—	C
13	Citron C.C.	Trial	London-Birmingham	C
19	Half-Litre C.C.	Race Meeting	—	I
19	N. of Ireland M.C.	Trial	Londonderry	C
19	Southsea M.C.	Sprint	Goodwood	C
19	Armagh and D.M.C.	Trial	—	C
19-20	S. of Scotland C.C.	Rally	Dumfries-Ayr	C
19	Lancashire A.C.	Trial	Lancashire	C
19	Grimby M.C.	Night Trial	N. Lincolnshire	C
19	Eastern Counties M.C.	Sprint	Snetterton	C
19	Peterborough M.C.	Race Meeting	Silverstone	C

19	Caerns and Anglesey M.C.	Sprint	N. Wales	C
19	Torbay M.C.	Rally	S. Devon	CI
19-20	Mid-Surrey A.C.	Rally	Surrey-Hampshire	CI
19-20	Bridlington and D.M.C.	Rally	—	CI
19-20	M.G. C.C. (Scottish)	Night Rally	—	CI
20	C.S.M.A. (Manchester)	Trial	—	CI
20	Bugatti O.C.	Hill-climb	Prescott	CI
20	Brighton and Hove M.C.	Driving Tests	Brighton	CI
20	Cranleigh & D.M.C. & L.C.C.	Trial	S. England	CI
20	Kentish Border C.C.	Driving Tests	Kent	CI
20	W. Essex C.C.	Rally	Eastern Counties	CI
20	A.C. Owners' Club	Driving Tests	Redhill	CI
20	Plymouth M.C.	Trial	Devon	CI
20	Liverpool M.C.	Sprint	Liverpool	CI
20	Lagonda Club	Rally	Derbyshire	CI
20	Packfinder and Derby M.C.	Rally	Furness	CI
20	Furness D.M.C.	Trial	Staffordshire	CI
20	Wolverhampton and S. Staffs M.C.	Trial	Staffordshire	CI
20	De Lacy M.C. of Pontefract	Trial	Yorkshire	CI
20	Riley M.C. (N.E.)	Trial	Yorkshire	CI
20	Morecambe C.C.	Rally	N. Lancashire	CI
20	Cambridge 50 C.C.	Hill-climb	Ringway	CI
20	M.G. C.C. (N.W.)	Driving Tests	—	CI
20	B.A.R.C. (Yorkshire)	Trial	Charterhall	CI
20	Winfield J.C.	Race Meeting	Bouley Bay	CI
24	Jersey M.C. and L.C.C.	Hill-climb	S. England	CI
25-27	E. Anglian M.C.	Rally	—	CI
26-27	London M.C.	Rally	—	CI
26	B.A.R.C.	Race Meeting	Goodwood	CI
26	Ulster A.C.	Hill-climb	Knockagh	CI
26	Mid-Derbyshire M.C.	Trial	Derbyshire	CI
26-27	Lancs and Cheshire C.C.	Rally	N. Wales	CI
26-27	Sunbeam-Talbot O.C.	Rally	Scarborough	CI
26	Welsh Counties C.C.	Rally	S. Wales	CI
26	Sporting C.C. of Norfolk	Night Navigation Trial	Norfolk	CI
26	Bentley D.C.	Hill-climb	Firle	CI
27	C.S.M.A.	Trial	Cotswolds	CI
27	N.E.C.C.	Trial	Hertfordshire	CI
27	Thames Estuary A.C.	Rally	Southend	CI
27	Lancs M.C.	Rally	Midlands	CI
27	W. Hants and Dorset C.C.	Trial	Bovingdon	CI
27	Middlesbrough and D.M.C.	Trial	N. Yorkshire	CI
27	Furness D.M.C.	Trial	Furness	CI
27	Seyn Valley M.C.	Rally	Shropshire	CI
27	B.A.R.C. (N.W.)	Trial	Lancashire	CI

OCTOBER

2-3	Midland A.C.	Rally	Wales	CI
3	Lancashire A.C.	Sporting Trial	Lancashire	CI
3	S.M.C.	Race Meeting	Crail	CI
3	S. Wales A.C.	Rally	Cardiff	CI
3	Bristol M.C. and L.C.C.	Race Meeting	Castle Combe	CI
3	M.G. C.C. (N.W.)	Rally	Scotland	CI
3-4	Riley M.C. (N.W.)	Rally	Lake District	CI
3-4	Hants and Berks M.C.	Night Rally	Reading	CI
3-4	V.S.C.C.	Rally	Kadnor	CI
3-4	Sunbeam-Talbot O.C.	Rally	Scarborough	CI
4	Riley M.C. (Midland)	Rally	—	CI
4	Cornwall V.C.C.	Driving Tests	Davidstow	CI
4	Southsea M.C.	Team Trial	Bagshot	CI
4	Nottingham S.C.C.	Trial	Nottingham	CI
4	Hagley and D. L.C.C.	Trial	Worcestershire	CI
4	Half-Litre C.C.	Race Meeting	Brands Hatch	CI
4	Morgan 4-4 Club	Driving Tests	West Midlands	CI
4	Chester M.C.	Night Trial	Cheshire	CI
4	Worcestershire M.C.	Rally	Worcestershire	CI
4	B.A.R.C. (S.W.)	Sprint	Tarrant Rushton	CI
4	Huddersfield M.C.	Sporting Trial	Huddersfield	CI
4	N. Devon M.C.	Trial	N. Devon	CI
4	Lothian C.C.	Gymkhana	—	CI
8	Jersey M.C. and L.C.C.	Sprint	Jersey	CI
8	Morecambe C.C.	Rally	N. Lancashire	CI
9-10	M.G. C.C. (S.W.)	Rally	Weston-super-Mare	CI
10	Brighton and Hove M.C.	Rally	Sussex	CI
10	M.C.C.	Sporting Trial	Wales	CI
10-11	Shenstone and D.C.C.	Rally	Staffordshire	CI
10	Lloyd's M.C.	Rally	Southern Counties	CI
10	Wirral 100 M.C.	Sprint	Rhydymwyn	CI
10	N. Staffs M.C.	Race Meeting	Silverstone	CI
10	Newry and D.M.C.	Trial	Newry	CI
10	Bolton-le-Moors C.C.	Night Navigation Trial	Yorkshire	CI
11	Taunton M.C.	Trial	Blackdown Hills	CI
11	Kentish Border C.C.	Trial	Sussex	CI
11	Hants and Berks M.C.	Driving Tests	Finchampstead	CI
11	Mid-Cheshire C.C.	Rally	Cheshire	CI
11	Cheltenham M.C.	Trial	Cheltenham	CI
11	Y.S.C.C.	Trial	Patley Bridge	CI
11	Knowlads C.C.	Trial	Lancashire	CI
11	Brecon and D. M. and M.C.C.	Night Trial	Breconshire	CI
11	Pathfinders and Derbyshire M.C.	Driving Tests	Derbyshire	CI
11	Burnhope and D.M.C.	Rally	Northern Counties	CI
11	Hartlepool and D.M.C.	Rally	Cleveland	CI
11	Cambridge 50 C.C.	Sprint	—	CI
16-17	Riley M.C. (Cardiff)	Night Rally	S. and Mid-Wales	CI
17	Edinburgh U. M.C.	Rally	Edinburgh	CI
17	W. Essex C.C.	Race Meeting	Boreham	CI
17	Ulster A.C.	Trial	N. Ireland	CI
17	Falcon M.C.	Night Trial	Hertfordshire	CI
17	Cumberland S.C.C.	Driving Tests	—	CI
17	Tenby M.C.	Hill-climb	Lystep	CI
17-18	Scarborough and D.M.C.	Trial	N. Riding	CI
17-18	Liverpool M.C.	Night Rally	Lancashire	CI
18	S. of Scotland C.C.	Gymkhana	Kirkcudbright	CI
18	M.G. C.C. (Midland)	Trial	Worcestershire	CI
18	Horsham and D.H.C. and L.C.C.	Trial	Horsham	CI
18	Plymouth M.C.	Trial	Devon	CI
18	N. Midland M.C.	Trial	Derbyshire	CI
18	Rhyl and D.M.C.	Trial	N. Wales	CI
18	Coventry and Warwick M.C.	Rally	Coventry	CI
23-25	Blackpool and Fylde M.C.	Rally	N. England	CI
24	M.G. C.C. (Scottish)	Trial	—	CI
24	Seven-Fifty M.C.	Sprint	Tarrant Rushton	CI

24	N. Staffs M.C.	Rally	Pennines	CI
24	Armagh and D.M.C.	Trial	—	CI
24	Walsall and D.C.C.	Rally	Worcestershire	CI
24	Sunbeam	Trial	Shropshire	CI
24	Northampton and D.M.C.	Night Trial	Northamptonshire	CI
24-25	Tunbridge Wells M.C.	Trial	Tunbridge Wells	CI
25	Thames Estuary A.C.	Rally	Southend	CI
25	Maidstone and Mid-Kent M.C.	Trial	Maidstone	CI
25	M.G. C.C. (N.W.)	Trial	Derbyshire	CI
31	Omagh M.C.	Trial	Omagh	CI
31	Edinburgh University M.C.	Rally	Edinburgh	CI
31	Grimsby M.C.	Night Trial	N. Lincolnshire	CI
31-1	Sheffield & Hallamshire M.C.	Trial	Yorkshire	CI
31-1	Citroen C.C.	Rally	Surrey-Hampshire	CI
31-1	Loughborough College M.C.	Rally	—	CI

NOVEMBER

1	Newcastle and D.M.C.	Trial	Newcastle	CI
1	Exmoor M.C.	Sporting Trial	—	CI
1	Falcon M.C.	Trial	Hartfordshire	CI
1	R.A.C.	Veteran Car Run	Brighton	CI
1	Furness D.M.C.	Trial	Furness	CI
1	V.S.C.C.	Rally	Huntingdonshire	CI
1	Hertfordshire M.C.	Trial	Leominster	CI
6-7	900 M.A.C. of Ireland	Night Trial	Cheshire	CI
7	M.G. C.C. (S.E.)	Night Trial	N. Ireland	CI
7	Newry and D.M.C.	Trial	S.E. London	CI
7	Cheltenham M.C.	Trial	Newry	CI
7	S.S.C.C.	Rally	Cheltenham	CI
8	Brighton and Hove M.C.	Trial	Dunbartonshire	CI
8	Sporting C.C. of Norfolk	Rally	Sussex	CI
8	Lothian C.C.	Trial	E. Anglia	CI
8	Shenstone and D.C.C.	Trial	—	CI
8	Bolton-le-Moors C.C.	Trial	S. Staffordshire	CI
8	Leicestershire C.C.	Trial	Lancashire	CI
11-14	M.C.C.	Rally	Leicestershire	CI
11	King's College M.C.	Trial	—	CI
11	Mid-Antrim M.C.	Trial	Northumberland	CI
14	C.S.M.A. (Farnborough)	Night Navigation Test	Antrim	CI
14	Nex and D.M.C.	Trial	Farnborough	CI
14	Lagonda Club	Trial	Newry	CI
14	Harrow C.C.	Trial	—	CI
15	Southsea M.C.	Trial	Stokenchurch	CI
15	Nottingham S.C.C.	Trial	Hampshire	CI
15	Alvis O.C. (Scotland)	Night Trial	Nottinghamshire	CI
15	Grimsby M.C.	Trial	—	CI
15	Y.S.C.C.	Trial	N. Lincolnshire	CI
15	Carnian M.C.	Trial	Pennines	CI
15	Furness D.M.C.	Trial	Surrey-Sussex	CI
15	Wolverhampton and S. Staffs C.C.	Rally	Furness	CI
15	Cumberland S.C.C.	Trial	—	CI
15	N. Devon M.C.	Trial	—	CI
15	Ulster A.C.	Trial	N. Ireland	CI
21	Seven-Fifty M.C.	Night Trial	—	CI
21	Thames Estuary A.C.	Night Trial	Southend	CI
21-22	S. Caernarvonshire M.C.	Rally	E. Anglia	CI
21	Herts County and A.C.	Trial	N. Wales	CI
21	Bristol M.C. and L.C.C.	Trial	Hertfordshire	CI
22	Burnhope and D.M.C.	Trial and Driving Tests	Cotswolds	CI
22	Cambridge D.A.C.	Rally	Durham	CI
22	Walsall and D.C.C.	Trial	Midland Counties	CI
22	Plymouth M.C.	Trial	Hopwas	CI
24-25	U.H.U.L.M.C.	Rally	Devon	CI
28-29	Morgan 4-4 Club	Night Rally	—	CI
28	N. of Ireland M.C.	Trial	North Midlands	CI
28	V.S.C.C.	Rally	Londonderry	CI
28	Armagh and D.M.C.	Trial	Ilkley	CI
28-29	N. Staffordshire M.C.	Rally	—	CI
29	Kentish Border C.C.	Trial	Welsh Marshes	CI
29	Blackpool M.S. Committee	Rally	Kent	CI
29	Torbay M.C.	Hill-climb	N. Wales	CI
29	Berkhamsted M.C. and C.C.	Trial	Torbay area	CI
29	Cambridge 50 C.C.	Trial	Chilterns	CI
29	Leicestershire C.C.	Trial	Leicestershire	CI

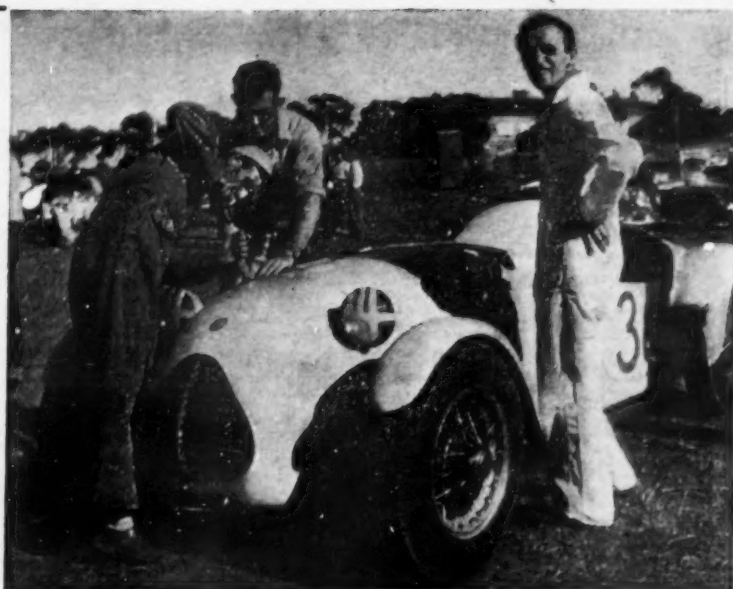
DECEMBER

5	London M.C.	Trial	Gloucester	CI
5	U.H.U.L.M.C.	Night Rally	Hampshire	CI
5	Lancashire A.C.	Night Rally	Lancashire	CI
5	Sunbeam-Talbot O.C.	Rally	Bournemouth	CI
6	Taunton M.C.	Trial	Quantock Hills	CI
6	Chiltern C.C.	Trial	Chilterns	CI
6	Nottingham S.C.C.	Trial	Nottingham	CI
6	Blackpool M.C. and C.C.	Trial	N. Lancashire	CI
6	Hagley and D.M.C.	Trial	Shropshire	CI
6	Pathfinders and Derby M.C.	Driving Tests	Derbyshire	CI
6	N. Midland M.C.	Trial	Derbyshire	CI
6	Welsh Counties C.C.	Trial	S. Wales	CI
11	S.S.C.C.	Night Rally	Glasgow	CI
12	R.A.C.	Trial Championship	—	CI
12	Armagh and D.M.C.	Trial	—	CI
12	Plymouth M.C.	Trial	Devon	CI
12-13	Manchester U.M.C.	Rally	—	CI
12-13	Loughborough College M.C.	Rally	Leicestershire	CI
12-13	Bugatti O.C.	Rally	—	CI
12	Bristol M.C. and L.C.C.	Trial	Mid-Wales	CI
13	Newcastle and D.M.C.	Trial	Bristol	CI
13	W. Hants and Dorset C.C.	Trial	Newcastle	CI
13	Cumberland S.C.C.	Rally	Hampshire	CI
13	V.S.C.C.	Rally	—	CI
13	N. Devon M.C.	Trial	N. Devon	CI
13	South Shore M.C.	Trial	S. Lancashire	CI
13	Maidstone and Mid-Kent M.C.	Trial	Kent	CI
18	Thames Estuary A.C.	Trial	Southend	CI
19	Seven-Fifty M.C.	Trial	Kent	CI
20	N. London E.C.C.	Trial	Hertfordshire	CI
20	Sheffield and Hallamshire M.C.	Trial	Derbyshire	CI
20	Bolton-le-Moors C.C.	Driving Tests	Bolton	CI
26	Omagh M.C.	Trial	Omagh	CI
26	Ulster A.C.	Trial	N. Ireland	CI
26	M.G. C.C. (S.W.)	Trial	Bristol	CI
26	Cambridge 50 C.C.	Driving Tests	—	CI

THE SPORT

by
J. A. COOPER

Don Parkinson (in cap) and his pit staff fasten the bonnet of his Jaguar XK120 special before the San Diego Cup race, in which he finished second to Phil Hill's Jaguar XK120C, at the Torrey Pines meeting in California.



BY the time these words are read, the competitors in the Monte Carlo Rally will be on the very last stages of their 2,000-mile journey; at least, the survivors among them will be. But at the time of writing, the great adventure has not yet begun and I, for instance, am rushing around Monte Carlo in company with many other similarly engaged individuals, practising the regularity test, and re-checking the complicated calculations involved in that exercise, attending to the scrutineering and weighing of the

car, assembling and checking all the odd items of necessary equipment, and so on.

At present, the weather over as much of our road as I have seen has not been bad, and had our run down to Monte Carlo been the Rally itself, we would have made our schedule fairly comfortably, but no one can say what conditions will be like in those fateful days and even hours in which the matter will be put to the test.

By next week we shall know all the answers; until then there are something over 400 anxious and hopeful crews with one question before them—who is going to win this year?

triumphant Bracco and Rolfo, in the experimental and very graceful Ferrari 3,000 coupé. Leslie Johnson, in seventh place, was the first home of this country's drivers, with the prototype Nash-Healey.

One still hopes for a really serious and well-planned attempt for first place by a British car—but perhaps that is just wishful thinking. In any case, Aston Martin will do well to repeat their one-two class victory of last year.

Starting from Brescia, the entry competes within two main categories: sports (750 c.c., 750 to 1,100, 1,100 to 2,000, and over 2,000), and touring cars (750 c.c., 750 to 1,300, 1,300 to 2,000, over 2,000). Regulations from: Sporting Commission, Automobile Club of Italy, Corso Venezia, 43, Milan.

COMING SHORTLY

- JANUARY 23.**—Maidstone and Mid-Kent M.C. Annual dinner and dance, Tudor House, Maidstone, Kent, 7 for 7.30 p.m.
24.—Cornwall Vintage C.C. Annual dinner, Hotel Bristol, Newquay, 7 for 7.30 p.m.
25.—Manchester University M.C. Howarth Trophy Rally, Five Ways Hotel, Macclesfield Road, Hazel Grove, Cheshire, 10.30 a.m.
25.—Herts County A. and A.C. Winter Cup Trial, Platts Garage, West Street, Marlow Buckinghamshire, 11 a.m.
25.—East Anglian M.C. Winter Rally, The Bull, Lona Melford, Suffolk, 11 a.m. onwards.
28.—Film show, Pavlova Arms, Page Street, Westminster, London, S.W.1, 8 p.m.
28.—Aston Martin O.C. London film show, British Council Cinema, Hanover Square, London, W.1, 8 p.m.
29.—London M.C. Meeting for formation of association of southern clubs, Red Cow, Hammersmith Road, London, W.6, 7.30 p.m.
30.—Coventry and Warwickshire M.C. Annual dinner-dance and prize presentation, Masonic Hall, Little Park Street, Coventry 7 p.m.
31.—Cornwall Vintage C.C. Annual general meeting, Goonvrea Hotel, Perran-ar-Worthal, Cornwall, 6.45 for 7 p.m.
31 to February 1.—Thames Estuary A.C. Night navigation trial, Jolly Cricketers Inn, Neverdon Cross Roads, Essex, 8.30 p.m.
FEBRUARY 1.—Alvis O.C. (Southern). Chiltern Rally, Crispin Inn, Burnham, Buckinghamshire.
1.—Hagley and D. L.C.C. Glee Hill Trial, Falcon Hotel, Bridgnorth, Shropshire, 9.30 a.m.

NO doubt there will be many films taken of the Monte, from the box camera snap shot to the fully fledged news reel type—it is certainly one of the most photographed events of the year. M. B. Anderson, who intends to concentrate his attentions on the Glasgow start, will experiment with his three-dimensional stereo outfit—so we may really be able to see a car coming at us "out of" the screen.

THE Mille Miglia will be run on April 25-26. Again, the Teutonic battle for first place is expected to create great suspense and interest. The prize money is tremendous. Last year's event demonstrated—for the first time since the recent war—the mathematical thoroughness which the Mercedes-Benz team undertook to ensure its success. Drivers Kling, Lang and Caracciola could be seen practising over the course with the 300SL cars for about two months before race day.

Eventually, of course, after an all-the-way battle to win. Kling and Klenk finished just under five minutes after the

DRIVER Phil Hill, of Santa Monica, California, scored an impressive repeat victory in a Le Mans type XK120C Jaguar in the main event of the third Torrey Pines race meeting on December 14 last. From the very outset, the day belonged to him.

A thrilling see-saw battle was, however, waged for the runner-up positions, as a Cadillac-powered Alfa Romeo, Parkinson's Jaguar, a Fiberglass-bodied Edwards-Chrysler, and another XK120C Jaguar served up some blistering competition. This helped to abate early dismay when Jack McAfee failed to move his 4.1 Ferrari from the starting line.

In the 31-lap, 80.6-mile race for machines of 1,500 c.c. and under, Johnny von Neumann of Hollywood swept to victory in his Porsche SL 356 over a diminutive Osca driven by Ronald MacDougall of Canoga Park, and other small cars.

The 20.8-mile ladies' race proved to be a real thriller, as Josie von Neumann barely nosed out the M.G.-Willys of Marion Lowe, after fighting neck and neck for eight laps. At no time during the race was the Porsche coupé driven by

Miss von Neumann more than a few seconds ahead of Miss Lowe.

RESULTS TORREY PINES RACE

Sports cars, up to 1,600 c.c., novice drivers (12 laps, 31.2 miles): 1. Jaguar XK120 (D. Perry), 51m 19.3s, 59.77 m.p.h.; 2. Morgensen-Cadillac Special (R. C. Morgensen); 3. Jaguar XK120 (G. F. Conroy).

Ladies' race (8 laps, 20.8 miles): 1. Porsche (Jente von Neumann), 22m 49.3s, 54.74 m.p.h.; 2. M.O.-Wilys (Marion Lowe); 3. Singer (R. J. van Lannen).
Up to 1,600 c.c., 1.100 c.c. & (31 laps, 80.4 miles): 1. Porsche (John von Neumann), 1h 19m 57.2s, 60.51 m.p.h.; 2. Oca (R. MacDougall); 3. Porsche (J. Cream).

San Diego Cup Race, over 1,600 c.c. (48 laps, 104 miles): 1. Jaguar XK120 (P. Hill), 1h 36m 22.5s, 64.75 m.p.h.; 2. Jaguar XK120 (D. Parkinson); 3. Jaguar XK120 (S. Edwards); 4. Alfa Romeo-Cadillac (T. Bamford); 5. Edwards-Chrysler (P. Hemington).



ORGANIZERS of the 500-mile race at Indianapolis are encouraging the development of gas turbine engines for racing. The most startling change in the regulations that govern this year's event has been the provision of a class in which these cars may be run. "We do not expect a turbine entry this year," Wilbur Shaw, president of the track, explained, "but experiments of this nature have advanced to such an extent that we know two cars of this type already are under construction. It is unlikely that they will be ready for actual competition until 1954, but the entry blank has been changed in order to give the designers assurance that such motors will be acceptable."



JUST to show the flight of time in America (which makes our hectic rush tortoise-like in comparison) an Indianapolis race track bulletin is full of mail-order sales of tickets for the "500" on May 30. Four out of the five grandstands are fully booked. I am relieved to read, though, that some tickets are still left for late-comers! Incidentally, a total of 1,643,930 people paid gate money at Indianapolis during last year.



THE Tourist Trophy comes of age in the Coronation year, and remains in its present home, the 7-mile cross-country circuit at Dundrod; a nightmare, incidentally for Press photographers who have to combat the high hedges and deep ditches on either side, to say nothing of the usual rain. The R.A.C. hopes that the T.T. (September 5) will this year join the elite of the international sports car races, to count towards the sports car championship of the world.



ALBERTO has started the new season with yet another triumph. Driving the works Ferrari, he won the Argentine G.P. on Sunday, January 18, averaging 78.59 m.p.h. for 97 laps of the 2.5-mile Buenos Aires circuit, breaking the lap record with 81.21 m.p.h. Luigi Villorosi (Ferrari) was second, and Gonzalez (Maserati) third. Michael Hawthorn finished fourth.

The race was marred by incidents, when enthusiastic spectators pressed on to the course. This is said to be the chief cause of the tragedy that occurred when Farina ran on to the grass verge on a corner, when ten people were killed and 30 injured. Farina suffered only slight injuries.

CLUB NEWS

M.C.C.—Provisional results for the twenty-ninth Exeter Trial, run on January 2-3, are as follows:

First-class awards: Dellow 1.172 s (E. D. Scooby), L.R.O. Ford 1.172 (R. Wilson), Morgan 1.088 (E. P. Huxham), Dellow 1.172 (C. R. Parsons), Dellow 1.172 (C. D. Evans), Dellow 1.172 (A. A. Wilson-Gunn), A.P.S. 1.172 (S. D. Gutteridge), Ford 1.172 (H. G. Ackland), Morgan Plus Four 2.088 (P. H. G. Morgan), Austin 747 (D. J. Hurd), Frazer-Nash 1.496 (P. Morriah), Dellow 1.172 (E. G. Wash), Dellow 1.506 (B. W. J. Hinder), Singer 1.929 (R. A. Hellyar), H.R.G. 1.496 (Sir E. D. W. Verner), Tucker M.O. 1.450 (H. W. Tucker-Peake), Scarlet Runner 1.172 (J. Tucker-Peake), E. R. P. Spl. 1.172 (R. E. C. Brookes), P.S.M. 1.172 (H. H. Alderton), Dellow 1.172 (D. E. Read), Morgan 1.507 (W. Scott), Dellow 1.172 (A. E. Cleghorn), Dellow 1.172 (D. B. Price), Riley 1.087 (A. Turney), Vauxhall 1.484 s (C. F. Crossby).

Second-class awards: Ford Spl. 1.172 s (A. L. Chard), Standard Vanguard 2.088 (H. C. Tilney), Vauxhall 1.507 (I. T. Baile), Ford 8 1.172 (L. R. Gear), H.R.G. 1.496 (Mrs. D. M. Osborn), G.W. 8 3.000 (G. Wood), M.O. TC 1.250 (T. A. Mannhall), Morgan Plus Four 2.088 (W. A. G. Goodall), Morgan Plus Four 2.088 (C. J. McCann), Allard 3.622 (T. C. Arcey), Morgan Plus Four 2.088 (J. Moore), Aviva 2.148 (B. E. Thompson), Sunbeam-Talbot 2.267 (J. H. Leigh), Frazer-Nash 1.496 (R. E. Wright), Morgan 4-4 1.122 (A. C. Hobbs), Dellow 1.172 s (O. M. Sharp), Morgan Plus Four 2.088 (B. G. P. de Matton), M.O. 939 s (H. W. Christman), Allard 3.917 (J. P. Davis), Bayliss Thomas 1.496 (W. J. Haward), H.R.G. 1.496 (W. F. Mead), Meadows-Dellow 1.496 (J. E. Talbot), Ford Anglia 1.172 (D. C. Mitchell), H.R.G. 1.496 (Mrs. Nancy Mitchell), M.O. TC 1.250 (W. E. Kendrick), M.O. TC 1.250 (H. G. W. Kendrick), Austin 747 (A. C. Curwen), Morgan Plus Four 2.088 (B. A. Roy), M.O. 1.442 s (R. W. Brown), M.O. 1.250 s (W. W. S. Bennett), Allard 3.622 (J. W. Bowdace), Spadger 1.172 (J. H. Alen), Renault 750 (P. E. Shaw), Renault 748 (Miss D. F. W. Norman), Batten V6 3.704 (H. W. Underwick), H.R.G. 1.496 (A. S. McDonald), Jaguar XK120 3.400 (E. Kay), Morgan Plus Four 2.088 (D. L. Marham), Lea-Francis 1.496 (A. L. S. Denyer), Dellow 1.172 (A. C. Westwood).

Third-class awards: Jowett Bradford 1.005 (P. H. Dennis), M.O. TC 1.250 (W. O. V. Galle), M.O. 1.250 (P. B. Koucky), Austin 800 (R. S. Prout), Jowett Javelin 1.496 (R. Barford), Standard Vanguard 2.088 (C. R. John), Standard Vanguard 2.088 (R. B. James), Morgan Plus Four 2.088 (D. Howard), Triumph 600 1.305 (H. P. Brighshaw), Bulman Minx 1.205 (D. H. Herbert), Ford Consul 1.508 (J. E. Light), Singer 1.074 (J. F. Denton), Jowett 1.496 (P. P. Ford), Morgan 1.267 (R. W. Hobbs), Aero Minx 1.184 s (D. Underwood), Ford 1.172 (G. Huggins), Marauder 2.352 (P. J. Shank), Morgan 1.267 (L. E. Newer), Austin 1.200 (W. N. Roake), H.R.G. 1.496 (Miss J. M. Bode), M.O. 939 s (P. F. G. Westwood), Morris 1.496 (P. E. Shaw), Renault 750 (A. G. Wills), A.C. 1.901 (H. C. P. Havers), Vauxhall 2.275 (J. L. Horrell), M.O. TC 1.250 (T. D. H. Rutter), Austin A40 1.200 (J. E. Wright), M.O. 1.250 (H. J. Boshier), Ford Anglia 933 (A. Wilkins), Ford 1.172 (D. D. Bernard), M.O. TC 1.250 (G. N. Dear), Ford 1.172 (G. G. Turner), Austin A40 1.200 (H. J. Kingwell), Riley 1.496 (W. B. Caldwell), Standard Vanguard 2.088 (A. R. Murray-Holmes), Austin 2.199 (N. Chantler), Austin A40 1.200 (R. C. C. Palmer), Volkswagen 1.180 (I. J. Burgess), M.O. 1.250 (W. C. Slocum).

Team prize: Austin 747 (A. G. Curwen), E.R.P. Spl. 1.172 (R. E. C. Brookes), P. S. M. 1.172 (H. H. Alderton).

184 entries; 19 non-starters; 24 non-finishers; 15 no award; 2 held over.

Hagley and D.L.C.C.—The first event qualifying for the 1953 R.A.C. Trials Championship is the Clee Hill Trial, a super-sporting event. Looped into two halves, which competitors will tackle alternately, starting at one-minute intervals, the course covers 55 miles from the start, at the Falcon Hotel, Bridgnorth, Shropshire, on February 1. Required average speed is 15 m.p.h. There will be eight observed sections, and competitors will run in the following classes: up to 1,050 c.c., 1,050 to 1,300 c.c. and over 1,300 c.c. Supercharged cars are, of course, up-graded by one class. Invited clubs: Bristol, Hereford, Lancashire and Cheshire, M.G., Sheffield and Hallamshire, Shenstone, London, and entrants in R.A.C. Championship.

North Devon M.C.—The Houllford Memorial Trial will be run on February 15, starting from the New Inn, Muddiford, N. Devon, at 11 a.m. Invited clubs: Exmoor, Taunton, Plymouth, Bristol, W. Hants and Dorset C.C. Regulations from H. W. Bartlett, 41, Charles Street, Barnstable, Devon.

Lloyd's M.C.—Lloyd's members and their guests will wine and dine at the Café Royal, Regent Street, London, W.1, on Tuesday evening, February 3. (E. Thompson, Lloyd's, London, E.C.3.)

Seven-Fifty M.C.—With dress optional, and tickets at the minimum cost of 5s. each, the club's annual dance and presentation of awards—open by invitation to all members of the Eight Clubs Association—should be a lively party. It will be celebrated on February 10, at Porchester Hall, Porchester Road, London, W.2.

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1952 RILEY 1½-litre saloon, 700 miles	£1,125
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1950 LAGONDA 2.6 saloon, 16,000 miles, fanless example	£1,495
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1950 AVSTIN Sheerline, 11,000 miles	£1,050
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IN BRIEF

Included in the liaison between a leading French rubber company and the makers of Metalastik products, recorded in the January 2 issue, is the John Bull Rubber Co., Ltd., of Leicester. This firm makes John Bull convoluted hose which will also be manufactured by the French company.

A Jowett Javelin and Bradford service week will be held during the week beginning February 16 by Torquay Motors, Ltd., Torwood Street, Torquay, Devon.

Bromley and district section of the Motor Agents' Association, Ltd. will hold its annual dinner, dance and cabaret at the Greyhound, Croydon, on February 27. Mr. Harold Macmillan, M.P., will be the guest of honour.

The Blue Peter northern sales cup awarded annually by Auto Tyre Services, Ltd., the tyre retread specialists, has been won by Hurden's, Ltd., of Swansea. It was presented at a dinner which also marked the 40th anniversary of this company's entry into the motor trade.

After 32 years' service with the Dunlop company, Mr. Sydney Sweetser has been forced to retire through ill-health. After 22 years at Liverpool he spent a year as the company's sub-manager at Aberdeen. After a year at Norwich he returned to Liverpool as a special representative and subsequently as assistant district manager. Three years as district manager at Southampton followed and six more at Albany Street, London, before his final return to Liverpool in 1937.



Mr. M. F. Parry.

Two new appointments of Smiths Motor Accessories, Ltd., of Cricklewood, London, N.W.2, are those of Mr. M. F. Parry to service manager and Mr. D. C. Fastnedge to trade sales publicity manager. Mr. Parry was previously service manager of the associate company, S. Smith and Sons (Radio-mobile), Ltd., and Mr. Fastnedge has been connected with Smiths Motor Accessories since 1935, when he joined their subsidiary, K.L.G. Sparking Plugs, Ltd.



Mr. D. C. Fastnedge.

It is with regret that *The Autocar* records the death of Mr. Albert Hann, of Beaminstor, Dorset, at the age of 94. He was a pioneer motorist and well known to the motor trade in the West of England.

A newcomer to the number of premium fuels to be available in this country is Mobilgas Special. Although well known in the U.S.A. and on the Continent, it has not been sold in this country before. It will cost the same as other premium fuels, while Mobilgas Regular will be sold at the present price of Pool.

In *The Autocar* of January 9 the Correspondence pages were prefaced with a mid-winter "escape" picture of a filling station among East African palm trees. It had an English connection, however, being a picture taken in Tanganyika of the premises of the Marston Motor Co. of East Africa, Ltd., an associate of the Marston Motor Co., Ltd., of Seven Sisters Road, Tottenham, London, N.15.

1952 was a record year for M.G. sales. Earnings for the year of the M.G. TD Midget have exceeded the target of ten million dollars by a comfortable margin. Sales show an increase of 81 per cent over 1951 and dollar earnings have increased by as much as 106 per cent. Nearly 25,000 M.G. TDs have been produced at the Abingdon factory during the past three years and the model is now earning a quarter of a million dollars a week.

Ford service weeks will be held commencing on the following dates:—February 9, Chambers of Sutton, Ltd., Sutton Coldfield; February 23, Bennett's Motor Works, Ltd., Letchworth, Hertfordshire.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16532.—1932 Standard Avon Sixteen
"D.M.G."—Maintenance hints and tips, and a handbook.

No. 16533.—1936 PB-type M.G. Midget
"K.P.T."—Maintenance details and a handbook.

No. 16534.—1935 1½-litre Riley
"J.P."—All possible details on maintenance and a handbook.

No. 16535.—1933 12 h.p. Armstrong Siddeley
"K.F.T."—Any information and experiences on fitting 22 h.p. V-eight replacement engine.

No. 16536.—1937 31 h.p. Buick
"B.P."—All possible information and a handbook.

No. 16537.—Handbooks Required
"D.H."—1939 25 h.p. Wolseley.

"B.A.W."—1938-39 Vauxhall Ten service manual, not handbook.

"K.G.W."—Fiat 500 workshop manual.
"G.D.H."—1938 Standard Flying Fourteen, with 12 h.p. engine.

"N.E.B.E."—3½-litre Bentley.

"S.W."—1935 Lanchester Light Six workshop manual.

"D.A.S."—1934 Standard Twelve.

"H.V.W."—1933 Lanchester Ten.

"J.F.H."—1948 Standard Fourteen workshop manual.

"G.C.G."—1939 Standard Ten.

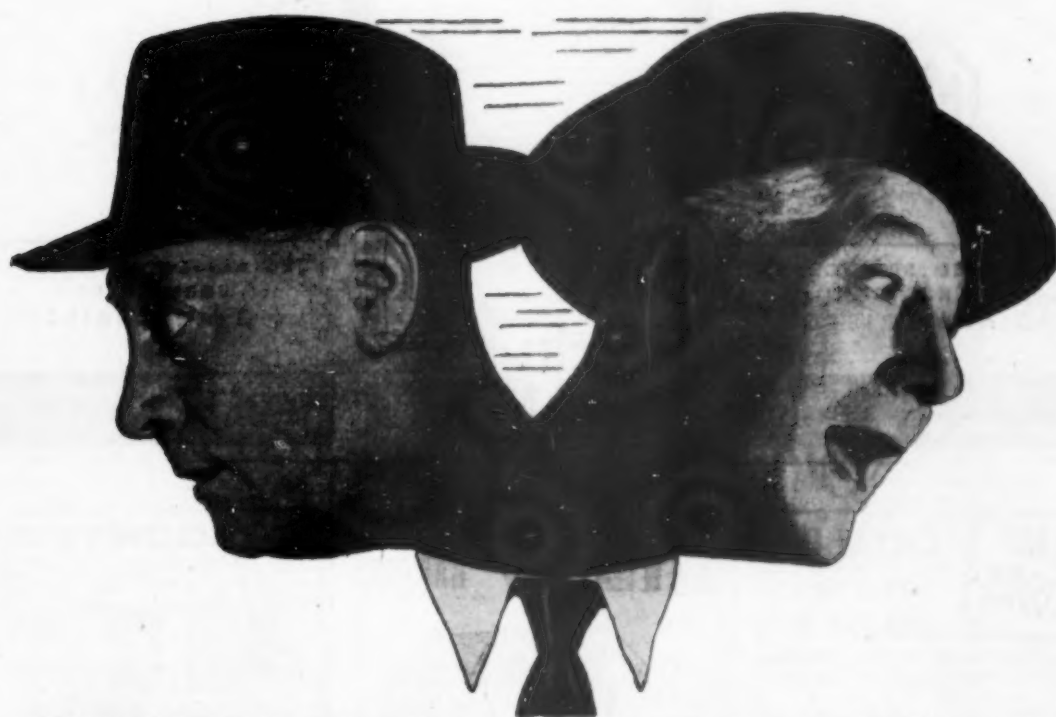
"J.W."—1931 Wolseley Hornet.

"D.R."—1934 17 h.p. Essex Terraplane.

"W.J."—1933 Riley Nine Monaco.

"H.L."—1947 J-type Vauxhall Fourteen-Six.

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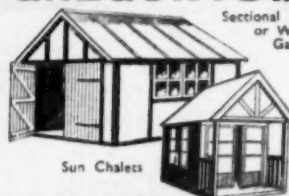
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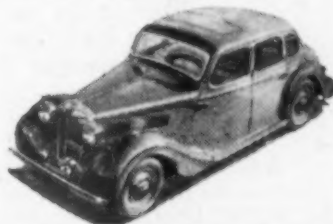
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1949 MORRIS Oxford saloon	£550
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35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

COOMBS & BONE (GUILDFORD), Ltd., offer:—

1948 Allard foursome drop head coupe, 27,000 miles; £425.

COOMBS & BONE (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)

1949—Allard foursome coupe, £350.—Brookside Motors, 102 High Rd., Cambridge. Tel. 184. 10 a.m. to 7 p.m. (C1056)

BARTLETT, Allard (June, 1952) drop head, 5,000, cost approximately £1,900; bargain, £295.—27a, Pembroke Villas, W.11. (C1043)

NEW Allard P.1 saloon, 200 miles only, black with red hide interior; £1,075, or near offer.—D. Wade, 60, Woodlands Farm Rd., B'ham 24. (7296)

ALLARD P type saloon, Aug. 1950, black with brown upholstery, any A.A. or R.A.C. inspection invited, list price £1,715; bargain, £575.—Kinley, 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. (7475)

Allard Cars Wanted

BARTLETT the Allard buyers, 27a, Pembroke Villas, W.11. (W1013)

1948—50 drop head coupe or saloon at reasonable price.—Box 4881. (7730)

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 70

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0913/N)

ALLARD KI or LI wanted: £200 cash; must be standard and clean.—Booth, The Dingles, Garsington, Lancs. (7358)

PERFORMANCE CARS urgently require Allard's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

RICHARDS & CARR, the best Allard buyers—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

ALVIS

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp utility, very attractive low built body; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

BROOKLANDS: Alvis Distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp sports 2-seater, extras.

1948 Alvis 14hp saloon, radio, heater.

1948 Alvis 14hp Tickford coupe, radio.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8851-6. (C1028)

1947 Alvis 14hp fourseater coupe, exceptionally nice condition.—Tel. Mayfair 3680. (C2080)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars." (C3041/N)

1937 model Alvis Speed 25 tourer, finished in black, fitted heater and new hood, this car has an excellent history; £375.

BREW BROTHERS, Ltd., 138 Old Brompton Rd., S.W.7. Kensington 2468. (9026)

ALVIS 17hp 1934, condition very good throughout; £125.—K.G. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1. Sloane 1004. (8671)

LANCASHIRE and Cheshire sales service and spare specialists—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 45071). (0389/R)

1937 Alvis 17 Silver Crest sports saloon with performance and general condition throughout really superb; £265, h.p. and exchanges.—Boys Automobiles, Ltd. 127, Parkway, N.W.1. Euston 2700 and 8894. (79059)

£135—Alvis Speed 20 Charlesworth sports saloon, July 1935; well maintained car with sound bodywork, but cellulose dull, taxed, radiator open sports in exchange.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. (7325)

£200—1933 Speed 20 specially built sports saloon; £145; 16/75 touring car in ivy green; both vehicles are in absolutely mint condition and are open to any examination; special h.p. terms and insurance.—Alton Garage (Bayswater), Ltd. 17-19, Brook Mews North, Paddington, W.2. Pad. 2955. (C1007)

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (0913/N)

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

1939 40 Alvis Speed 25 wanted by private buyer, cash according to condition; details to—Box 4860. (7321)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

WANTED for private buyer, 1938-9 or near. Alvis saloon, may consider shooting brake.—Kel Motors, Gordon Works, Stanmore. Tel. Grimsdyke 996. [17386]

H. F. EDWARDS urgently require good Alvis for immediate cash; distance no object.—Details please to 300, Gt. Portland St., London, W.1. Langham 0012. [W2003]

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0590/R]

Alvis buyers and Service

SERVICE and spares for Alvis cars.

ALVIE, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams, Alvis, Coventry. [0931/R]

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE. Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5956-7-8. [0591/R]

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. 2874/3. [0653/R]

KINGSTON-ON-THAMES.—Sales and Service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241-2. [04053/R]

AMERICAN CARS

SIMPSON'S MOTORS offer:

RHD 1952 Buick Super Riviera saloon, Venetian blue, approx. 10,000 miles.

RHD 1949 Chevrolet saloon, shell grey and smoke grey, approximately 32,000 miles, fitted all extras.

RHD 1949 Pontiac, burgundy and fuschia, fitted with all extras.

1952 Studebaker Champion, pastel green, approximately 5,000 miles, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015]

METCALFE & MUNDY, Ltd.

THAT Cadillac you saw the other day.

THAT seemed worth more than you could ever pay.

THAT Buick hued with white with flashing chrome.

YOU thought you'd like to have and ought to own.

GALAXY of such attractive cars.

ONLY discussed in fashionable bars.

FOR half their value could be soon bestowed

ON you by us here in Old Brompton Road.

ALWAYS a representative stock of carefully chosen pre- and post-war American cars.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

CAMDEN MOTORS offer the following post-war American cars, each with a written guarantee:—

1949 Pontiac Silver Streak 6 saloon, 4-door model with 4 extras.

1949 Buick Super 8 4-dr. 6-seater saloon, practically indistinguishable from brand new.

1948 Packard Super 8 4-door saloon, genuine low mileage model.

1947 Ford (American) V-8 6-seater saloon, right-hand drive, special leather interior.

1947 Lincoln Custom 6-seater saloon, chauffeur driven and maintained.

1947 Mercury 8 convertible coupe (5-seater drop head), electric hood, etc.

FOR details of above, write, call or phone:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. [C1035]

1947 Lincoln 4-door sedan, for full details see under classified advert. No. 7447. [17448]

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [4028]

1950 Cadillac 62 special sedan, radio, battery, beautifully maintained, a most luxurious car; £3,335.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [17510]

American Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper 86, Martin's Lane, W.C.2. Temple Bar 8588. [W1027]

ARMSTRONG SIDDELEY

P&J PASS & JOYCE, Ltd. (London and district distributors), offer:—

1952 Armstrong Siddeley Whitley 18hp saloon, superb condition, one owner; £1,225, one week's free trial, guaranteed.—184, Gt. Portland St., W.1. Museum 1001. [C3039]

BROOKLANDS: Individually, new and used cars.

1952 Armstrong Hurricane coupe, 1,500 miles.

103. New Bond St., London W.1. Mayfair 8351-8. [C1029]

ARMSTRONG SIDDELEY

GORDON CARS (LONDON), Ltd., for Armstrong Siddeleys.

1950 Whitley saloon, blue; £895.

1950 Whitley saloon, black; £875.

1950 Lancaster saloon, black; £745.

1949 Typhoon, saloon, black; £650.

GORDON House, 373, Euston Rd., N.W.1. Euston 6611. [C2023]

1952 Hurricane, mileage 2,000, as brand new, Langham grey, dual fog lamps; £1,000.—Box 4712. [7167]

1950 Hurricane, new tyres, perfect condition, mileage 15,000, dual fog lamps; £650; seen London.—Tel. Kensington 6642. [7166]

1939 Armstrong 15 saloon, immaculate; guaranteed; £265; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C3029]

1949 Armstrong Siddeley Lancaster saloon, radio and heater; £595.—Wembley Court Motors, High Rd. Wembley 8787/8. [C4050]

CASS'S MOTOR MART.—1950 Armstrong 18 saloon, black, heater, one owner, unblemished; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040]

ARMSTRONG SIDDELEY Hurricane coupe, under 200 miles, much below list.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028]

1950 Armstrong Siddeley Whitley saloon, pre-selected gear, 11,000 miles, complete heater, radio, fog lamps, fully taxed 1953, excellent condition; £785.—Tel. Ripplery 5511. [7301]

1953 (Jan.) Armstrong Siddeley 6-light Whitley saloon, 200 miles; also 4-light Whitley, Dec., 1952 saloon, 300 miles, modest price; exchange entertained.—Ernest Sutton, Weybridge 600. [C4023]

1938 Armstrong 18 saloon, condition well above average, radio, new tyres, etc.; £195; h.p. and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 5894. [C3059]

ARCHIE SIMONS & Co., Ltd.—1949 Armstrong Siddeley Lancaster 4-door saloon, colour blue, hide upholstery throughout, manual gear change, one owner only, a very good example of this popular model in every way; £595.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

445 c.c.s.—Armstrong Siddeley 1947 Lancaster 4-door saloon, black sliding head manual gear change, radio, heater, excellent condition; terms exchange; list, open 9-7 week-ends and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Armstrong Siddeley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R]

ROWLAND SMITH

ROWLAND SMITH's, the Armstrong buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0916/R]

CAMDEN MOTORS urgently require a 1951/2 Armstrong Siddeley Whitley saloon; particulars and price 1.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041. [W1035]

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. 814, 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R]

7 SEATERS 1938/39 Limousines required. 17hp/25hp privately owned, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2911. [W1006]

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R]

Armstrong Siddeley Spares and Service

ARCTIC ENGINEERING, Ltd.

ARMSTRONG Siddeley owners, complete overhauls, service; 48 hours exchange engine service; prompt, guaranteed work by specialists.

PRESELECTION gear boxes; exchanges; reconditioning.—Arctic Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken 7301. [0644/R]

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors Works: Hawley Crescent, Camden Town. Tel. 6141. [0760/R]

HENLYS, Ltd., Chertam Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0802/R]

ASTON MARTIN

BROOKLANDS: Aston Martin Distributors; buy or sell your car.—103, New Bond St., London, W.1. [01029]

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors Ltd., Old Windsor Windsor 2002-3. [0197/R]

ROWLAND SMITH's, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0917/R]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R]

AUSTIN SEVEN

DICKS.

1935 Austin 7 Nippy sports 2-seater, most attractive car; £145.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Meida Vale 8888-9. [C1072]

£140—1937 Austin 7 cabriolet.—G.P. (Balham), Ltd., 26, Balham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024]

1937 Austin 7 2-seater Opal tourer, blue, in very good condition, £140.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5056. [C1076]

175 c.c.s.—Austin 7 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchange; list, open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Austin Seven Cars Wanted

ROWLAND SMITH's, the Austin buyers, Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R]

AUSTIN EIGHT

NEWNHAMS, Ltd.

1947 Austin 8 saloon, one owner, 20,000 miles; £395.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3084]

B. J. HUNTER, Ltd., offer:—

1948 series Austin 8 saloon, really as new, meticulously maintained; £375.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.3. Tel. Gladstone 6303. [C2040]

H. F. EDWARDS & Co., Ltd., offer:—

£385—1947 (April) Austin 8 4-door saloon, sliding roof; black, brown leather, very attractive; written guarantee; terms, exchange.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C3005]

1947 Austin 8; £425.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C3035]

OCTOBER (1947) 4-door de luxe saloon, grey/green, brown interior, excellent condition; £295.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd. Colliers Wood, S.W.19. Liberty 1604. [C3046]

1947 Austin 8 saloon, one owner, faultless; £395.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C3054]

1946 Austin 8 4-door saloon, excellent condition, guaranteed; £265.—Palmer's, 4, Russell Gardens Mews, Kensington, Park 9704. [7433]

AUSTIN 8 1946, 4-door, engine done 9,000 miles, perfect condition throughout; £500, o.n.o.—Tibbets, Far Acre, Pedmore, nr. Stourbridge, Worcestershire. Tel. Halesley 2001. [7259]

1939 (Dec.) Austin 8 saloon, engine, gear box overhauled, two careful owners on'y, taxed year.—Kington House Garage, Ennismore Gardens, S.W.7. Ken 5726. [7434]

NAYLOR & ROOT.—1947 Austin 8 sun roof saloon, black, brown hide, beautifully maintained; £345; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2258. [C3022]

1946 Austin 8 saloon, taxed March, excellent condition throughout, including tyres, one owner, new car supplied; £295.—Cheeseman & Edwards, Ltd., High St. Garage Caterham. [7229]

Austin Eight Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—327 Euston Rd., N.W.1. Euston 1212. [0171/R]

ROWLAND SMITH's, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919/R]

AUSTIN TEN

RUSSELL MOTORS offer:

1946 Austin 10 de luxe saloon, 30,000 miles; £385.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9238. [C3060]

1947-8 Austin 10 saloon, one owner; £375.—A. Z. Motors, Palmerton Rd., N.W.6. Mai 4723. [01011]

1946 Austin 10, immaculate, black; £355.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

£35 deposit or £105.—Austin 10 Litchfield 1935 saloon, guaranteed; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C3029]

1947 Austin 10 saloon, black, one owner, carefully used; £395; also 1946 Austin 10 saloon, black, brown leather upholstery, in really excellent condition, £345.

MATFAY CARRIAGE Co. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

Austin 10 saloon, one owner, recently reconditioned, mechanically good; £425.—Gordon Woodman, 48a, Drexel Rd., S.W.16. Tel. Streatham 8638. [C3029]

1946 Austin 10 4-door saloon, black with brown upholstery, good, sound car, £345.—Alfred E. Neale & Son Ltd., Austin House, London Rd., Hertford, Tel. 2581-2. [7222]

1946 Austin 10 de luxe saloon, recently reconditioned; £350, part exchange, deferred terms, written guarantee.—Chalk Garage, Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.3. Per. 4404/5. [C1043]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

ACHES offer:—

1952 Austin Hereford saloon, finished in pastel blue with leather upholstery to match, heater and radio, speedometer reading 8,000 miles, undoubtedly genuine, recently invoiced at £695; our price £775.
—Cres Auto, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. (C1002)

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A70 Hereford saloon, radio, heater, 14,000 miles. £750.
1952 Austin A90 saloon, heater, 100 miles; £1,050.
—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWNAMES, Ltd.

1951 Austin A70 Hereford saloon, grey, 15,000 miles, carefully used. £795.
1952 Austin A70 Hereford saloon, heater, 100 miles, 15,000 miles. £795.
—Newnames House, 235-7-9, Hammer Smith Rd., London, W.6. Riverside 4646. (C5024)

TOM GARNER, Ltd., offer:—

1952 Austin A70 Hereford saloon, green with brown leather, heater, 5,000 miles only; £100 under list price.
—Tom Garner, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. (C3030)

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A70 Hereford saloon, blue with blue upholstery, recorded mileage 15,300; £735.
1952 Austin A70 Hereford saloon, green with brown upholstery, recorded mileage 9,300; £845.
—H.A.S. Ltd., 112, Hillside 0024. (C3037)

GUY SALMON AUTOMOBILES offer:—

1951 (October) Austin A90 saloon, genuine 11,000 miles, H.M.V. radio; £835.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1951 Austin A70, new condition throughout; 550 s.m.s.—Uplands 1655. (C7440)

1951 Austin A70 Hereford, perfect condition, heater, one driver only; £750.—Tel. before 6 p.m. Chiswick 0710. (C6907)

1951 model Austin A90 convertible coupe, scarlet, beige leather, 11,000 miles, one owner; £695.—Below.
1951 (October) Austin A90 saloon, black, red leather, heater, low mileage; £795.
—Ripco, Ltd. (Austin Purchased), 15, Albemarle St., Mayfair, London, W.1. Regent 3324. (C5052)

1950 A90 power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £695.
—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 5766. (C1021)

2500 miles: 1951 (October) Austin A90 sports saloon, black beige upholstery, condition completely as new throughout.
—Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1951 Austin A70 Hereford, beautiful appearance, faultless condition throughout; 620 s.m.s.—Gerrard 9678/9. (C7441)

1952 Austin A70 Hereford, indistinguishable from new throughout; 690 s.m.s.—Carr Bros., High St., Purley, Uplands 4812. (C7442)

1950 (December) A70, 5,000 miles, black, radio, heater, perfect condition; nearest offer £700.—102, Hogarth Odeas, Heston, Middx. (C7580)

1951 (Nov.) Austin A70 Hereford saloon, 7,000 miles, many extras.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. (C5943)

1952 Austin Hereford, finished in green, perfect, 4,000 miles only, as new; £795.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1283. (C1078)

1951 (July) A70 saloon, grey, heater, fitted over-size Dunlop Forts; £695.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

1950 (Dec.) Austin A70 sal., grey/brown leather, heater, 17,000 miles.—Tidford, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C4029)

1952 Austin A70 Hereford coupe, metallic grey, radio and heater; this car is practically unused, was first registered June, 1952.—Box 4891. (C7370)

£635.—1951 Austin A70 Hampshire saloon, one owner.—The Grice Elera, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

1951 A70 Hooper built utility Countryman, exceptionally well maintained; £625.—Jacquer, Lucas, Holme Place, Enfield Green. (C2043)

1952 Austin A70 Hereford saloon, 4,000 miles; much below list.—Green & Zonis, Ltd., 246/251, Deansgate, Manchester, 3. Tel. Deansgate 3523/6. (C2028)

1952 A90 sports saloon, black, heater, 205 miles only, unblemished; terms, part exchanges considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1952 (July) Austin A70 Hereford, power operated drop head coupe, radio, heater, guaranteed mileage 5,300 and as new cost £1,300; accept £850.—Lucas, Holme Place, Enfield Green. (C7293)

MODIFIED A90 Atlantic saloon, black/red with heater, has performance characteristics 100mph, despite negligible oil consumption, registered 1951, moderate mileage, scrupulously maintained and in excellent order; £750 o.n.o.—Box 4575. (C6554)

AUSTIN A70 & A90

1950 series, Austin A70 saloon, heater, blue, genuine, 13,000 miles since new, one owner, practically as new, three months' guarantee; £650.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coussdon, Surrey. Tel. Uplands 4841. (C2050)

AUSTIN A90, 1950-51 series, all-electric convertible, olive green with beige hide upholstery, fitted radio, heater, rimblinders, twin Lucas flat beam spotlamps, Wayfarer screen spotlamp, twin-wing mirrors, etc.; one owner only; genuine mileage 19,896; £585.—Tel. Birmingham South 5018. (C7345)

1950 Austin A70 four-door saloon, fitted heater, spotlight, and many other extras, including five practically new Dunlop tyres, finished in mist green with beige upholstery, all coachwork is unmarked, interior hardly soiled; this car is in magnificent condition throughout and must be tried to appreciate terms and part exchange arranged; £565.
PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781/4, near Liverpool St. Station or Moorfields Underground. (C7417)

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (C355/R)

A
GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by
spending a few shillings
on an advertisement in
these columns.

Many thousands of readers
search "THE AUTOCAR"
each week and will see
YOUR advertisement.

ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (C591/R)

WANTED, 1950 or later A70 Countryman or similar Rd., Buxton. (C7154)

PRIVATE buyer would purchase small-mileage A90 Austin saloon; reasonable price.—Harold Clayton, Upholland, nr. Wigan, Lancs. Tel. 59 Upd. (C7275)

AUSTIN EIGHTEEN

1935 Austin 18 7-seater, good condition; £125, 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 3774. (C4054)

AUSTIN 18 7-seater saloon; £125; good condition. —Cooper, 13, Strathallen Drive, Balidon, Yorks. Tel. Shipley 52323. (C7363)

1939 Austin 18 Iver 7-passenger limousine, leather, low mileage, one private owner; £600.—John Gray 20 Hermitage Lane, N.W.3. Speedwell 1242. (C2026)

295 s.m.s.—Austin 18 September 1938, Norfolk de luxe saloon, black, sliding head, green leather, un worn tyres, excellent condition; terms, exchanges, Rowland Smith, below.

145 s.m.s.—Austin 18 1936 Hertford de luxe saloon, blue and black sliding head, blue leather, very carefully used, excellent condition; terms, exchanges, Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

LIMOUSINE 1939, partition, 7-forward, leather, carefully maintained, immaculate, certified mechanically, black, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (C591/R)

Austin Eighteen Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (C1095/R)

1938/39 privately owned limousines also 7-passenger saloons, urgently required. A. & S., 2, Providence Court, North Audley Street, Mayfair-2941. (W1005)

AUSTIN TWENTY

1938 (Sept.) Austin 20 limousine, blue, blue leather throughout, chauffeur driven garage maintained, an immaculate carriage of undoubted quality; £385.—Eim Garage, Wimbledon 67/2. (C7419)

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (C591/R)

AUSTIN TWENTY-EIGHT

LIMOUSINE Hanelagh, 1939, partition, forward occasional, leather, wonderful condition, mileage negligible, exceptional bargain. £595. (Tax £12/10.) Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

AUSTIN A125 & A135

ACHES offer:—

1949 Austin Sheerline saloon, finished in grey with leather upholstery to match, speedometer reading 19,000, undoubtedly genuine, carefully used and maintained, and in truly magnificent condition throughout; value for money at £895.

CRES AUTO, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. (C1002)

CAR MART, Ltd.

LONDON Distributors

1950 Austin A125 Sheerline saloon, radio, heater, guaranteed; £895.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, immaculate car, fitted numerous extras; £850.
J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

TOM GARNER, Ltd., offer:—

1952 Austin A125 Sheerline saloon, black with beige leather, 300 miles only; £300 under list price.
—Tom Garner, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. (C2030)

GUY SALMON AUTOMOBILES offer:—

1950 Austin Sheerline, 11,000 miles, spare unused; £1,050.
1950 Austin Sheerline, superb condition; £895.
1949 Austin Sheerline, immaculate condition; £965.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1950 Austin Sheerline, 11,000 miles, chauffeur kept, quite faultless; £965.—Taylor & Crawley, 48, Kensington Court, W.8. Westera 6015. (C7507)

1952 Sheerline saloon, black, fawn, 200 miles only, unblemished; terms, part exchanges considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1952 (Oct.) Austin Princess saloon, 2,400 miles; also 1951 March Princess, 25,000 miles; reasonable price, exchange entertained.—Ernest Sutton, Weirbridge 500. (C4023)

1951 Austin Princess saloon, metallic grey with blue leather, guaranteed mileage 13,896, unmarked, indistinguishable from new; £1,395.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. (C5053)

1949 model Sheerline, quite immaculate throughout, open any examination; loose covers, radio, heater, one owner, black; unrepeatable offer, £750/11.—A.Z. Motors, Palmerston Rd., N.W.6. Mal 4723. (C1011)

AUSTIN PRINCES, 1952, absolutely new condition, metallic silver finish, light blue upholstery, 2,500 miles only, owner taking delivery of smaller car will accept best offer.—44, Farquhar Rd., Edgbaston, Birmingham. (C7265)

1949 Austin Sheerline saloon, mileage 30,000, genuine, black with beige leather, mechanically perfect in every detail, coachwork beautiful; £785, no offers please.—Lavelle, 7, Marlborough Gdns., Carisle, Tel. 257771. (C7329)

1953 A125 Austin Sheerline 7-seater limousine with division, latest type, leather trim, mileage under 1,000; £1,850, any car taken in part exchange.—Mann Keeton & Co., Ltd., 5, Prince of Wales Rd., Norwich Tel. 20481. (C6894)

AUSTIN Sheerline de luxe saloon, September 1950, A black with beige leather upholstery, fitted many extras, including latest type radio, heater, rimblinders, etc.; low mileage; managing director's car, maintained by works chauffeur, virtually new vehicle; £825.—Tel. Birmingham South 3018. (C7344)

HEARSE 1952 streamlined De luxe Coachwork 5-door 14-seater, lavishly equipped. (Detailed advertisement under Hearses), Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin A125 and A135 Cars Wanted
£600 offered for 1949 Sheerline, perfect condition essential; full details please.—Box 4393. (C7361)

WANTED, Austin Sheerline 1949-50; must be in first-class condition and low mileage.—Durable Suites Ltd., Treorchy, Rhonda. Tel. Penrith 2133. (C7226)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvener 5484. [0958/R]

BENTLEY wanted, 1951, big bore, state mileage.—Box 4911. [7463]

BARTLETT—Bentley saloon, 1934-36, urgently required.—27a, Pembridge Villas, W.11. [W1013]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St. Midland 2457. [0357/R]

CAMDEN MOTORS urgently require pre-war 3½- and 4½-litre Bentleys; price and full history to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041. [W1035]

PERFORMANCE CARS, urgently require Bentley's.—Great West Rd., Brentford, Middlesex. Ealing 8841; 27, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

JACK OLDING, Official Retailers and Repairs, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3030]

WEYBRIDGE AUTOMOBILE, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540/R]

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys, all types at very good prices.—48, Kensington Court, W.8. Western 6015. [7505]

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0062/R]

PRIVATE buyer wants 1946-51 Standard saloon under 30,000; state full particulars, with mileage and very low cash price, to Box 4746. [7187]

CHARLES FOLLETT, Ltd., Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0592/R]

Bentley Spares and Service

LARGEST official retailers and repairers of Bentley cars servicing or complete overhaul, mechanical or coachwork; large stock of spares for all types. **WORKS**—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0684/R]

CHARLES FOLLETT, Ltd., officially appointed resellers and repairers.

SHOW ROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0592/R]

JACK OLDING, Official retailers and repairers reception in the heart of Mayfair; complete overhaul, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [0530/R]

Bond Minicar Wanted

PRIDE & CLARK, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R]

BRISTOL

ANTHONY CROOK offers:—

1950 type 400, last one made, 401 engine.

1950 Bristol type 401, black, immaculate throughout, heater, radio.

1950 type 401, with special lightweight coachwork, heater and radio, looks as new.

1950 type 402, drop head, an excellent example of this rare model.—Anthony Crook Motors, Ltd., Leading Distributors, Caterham Hill, Surrey, Tel. 2828/8. [C1063]

FRAZER-NASH CARS offer:—

1952 Bristol type 401, radio and heater, at a considerably lower figure than list price.

1950 (Sept.) type 401 saloon, colour black; price £1,350.

1949 Bristol type 400, one owner, metallic green, engine overhauled to latest specification, radio and heater, recoloured.

F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [C3015]

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—83, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296/R]

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0618/R]

1950 Bristol 401 saloon, works maintained, lovely condition, £1,595.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [7506]

1949 (Feb.) Bristol 400 saloon, beautiful condition, many extras and modifications; £1,395. Autowork, Ltd., Winchester, Tel. 4834. [C1010]

1949 model 400 Bristol saloon, metallic green, H.M.V. radio, mileage 19,000, one owner, beautiful condition throughout; £1,600; can be seen by appointment.—Windsor's (Walsley), Ltd., Harrison Drive, Walsley. (Tel. Walsley 6181-2. [7286]

Bristol Cars Wanted

BARTLETT—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013]

BRISTOL coupe wanted, realistic price; mint 327/90 B.M.W. offered in part exchange.—Box 4895. [7351]

RICHARDS & CARR buy Bristol's.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [W3045]

PERFORMANCE CARS, urgently require Bristol's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

WANTED, low mileage 1952 Bristol for special customer.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [7506]

A.F.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth Middx. (Hounslow 0011). [0476/R]

British Saloon Spares and Service

ST. JAMES' GARAGE, Chesham Rd., Sutton, Surrey, for repairs and spares; sole spare stockists.—Vigant 2206/7. [7482]

B.S.A. B.S.A. Scout, late 1939 Series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition; choice of 4 Scouts; terms, exchanges; list, open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928/R]

B.S.A. Spares and Service

BARIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Ot. Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

BUGATTI coupe, 1800hp, 110mph; £1,250.—J. Lemon Burton, 5, Lombard Rd., Kilburn, N.W.6. Maids Vale 1331. [0838/R]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service 5 Lombard Rd., Kilburn N.W.6. Maids Vale 1331. [0071/R]

BUICK

ACRES offer:—

1950 (August) Buick 50hp saloon, finished in black with cord upholstery, fitted Tyran seat covers, heater, radio and many extras; speedometer reading 18,000, undoubtedly genuine, this unique right-hand drive model has been beautifully maintained and is in magnificent condition throughout, and is indistinguishable from brand new; first £2,000 secured.

1938 Buick 8 double enclosed limousine, finished in black, with cord upholstery fitted covers, this magnificent vehicle has been beautifully kept and maintained and must be a bargain at £295.

1936 Buick 30hp saloon, finished in black with brown hide upholstery, carefully used and maintained by extremely fastidious owner, the condition of this car must be seen to be believed; first £195 secured.

ACRES AUTO, Ltd., 136, Strathmore Hill, London, S.W.2. Tel. Tulse Hill 1929. And at 10 & 11, Acacia Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1008]

RHD 1950 Super Buick Special 4-door saloon, all extra, blue, 17,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

RHD 1947 Super 8 Buick 4-door saloon, polychrome, made grey.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

BUICK Roadmaster sedanette, immaculate condition, first reg. 1947; exchange considered.—Ron McKenzie, 981, Chester Rd., Streteford, South Manchester. Len. 2100. [0685]

1947 Buick 4-door saloon, heater, radio, etc.; £750. Terms, exchanges.—Geymour, Cecil & Co., Ltd., 100, Ot. Portland St., W.1. Museum 0209/962. [7429]

1947 Buick Super 51 4-door saloon, right-hand drive, loose covers most beautifully kept; £1,075.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [7503]

£650—1939 Buick 31hp limousine, 55,000 only, carefully stored six years, condition excellent throughout, radio, heater, demister.—T. H. Hunter Blair, Six Mile Bottom, Nr. Newmarket. [7348]

BUICK Super saloon, Dymalov drive, delivered new March 1952, one owner, 31hp, black, heater, radio, screen washers, built-in reversing lights, Tyran and silk loose covers from new, 7,500 miles, literally a brand new car.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Frenantia 5471. [C3064]

£395—1941 Buick Carlton drop head coupe Buick 5½-seater, 1939 manufacture but with very modern body styling and features, steering column gears, over-riders, alloy wheels, dark blue coachwork with grey leather upholstery of superior quality, performance and general mechanical condition definitely outstanding, suitable car for high-speed touring, 8 almost new Dunlop heavy duty 177s.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035]

Buick Cars Wanted

JOE THOMPSON MOTORS require late model Buick cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

7-SEATERS private 1937/39 Limousines required, cash wanted, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R]

H. P. EDWARDS urgently require good Buick for immediate cash; distance no object.—Details please to 200, Ot. Portland St., London W.1. Langham 6015. [W3045]

Buick Cars Wanted

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0304/R]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0161/R]

CADILLAC

1950 Cadillac 62 special sedan, radio, heater, beautifully maintained, a most luxurious car; £5,335.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [7509]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers, Wembley 8691/3903. [W4015/R]

JOE THOMPSON MOTORS require late model Cadillac cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London W.1. Regent 7121. [0304/R]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET

BROOKLANDS: Individually, new and used cars.

1950 Chevrolet Styleline de Luxe 2-door saloon, 103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

1950 Chevrolet saloon de luxe, right-hand drive, radio, etc., immaculate condition; guarantee given.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

LATE model Chevrolet 8-seater station wagon; £350.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

CHEVROLET 4-door saloon, November, 1950, recorded mileage 12,000, one owner, heater, radio and all extras, loose covers, black; to all intents and purposes a new car.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Frenantia 5471. [C3064]

£375—Chevrolet 7-passenger Master de luxe limousine, 1938 (reg. November), horizontal barred radiator, independent front suspension and modern body styling, privately owned and really well maintained all its life with a much lower mileage than is usually found on this type of car, mechanical, y one of the best pre-war American limousines we have ever handled, giving a satisfying and strictly economical performance, face forward, occasional, winding division, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055]

Chevrolet Cars Wanted

JOE THOMPSON MOTORS require late model Chevrolet cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R]

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R]

CHRYSLER

1938 Wimbledon model, black, excellent condition, modern appearance, low mileage, carefully used, heater, any trial or examination.—Box 4790. [7243]

£695—1949 (reg.) Chrysler Plymouth 2-door 6-seater saloon, magnificent spotless condition, just as it should be, sold last year for nearly £1,400; 3 months guarantee; hire purchase, exchanges.

L. Finchley, N.12. Fin. 6221. [C2052]

1952 (1951 show model) Chrysler Windsor de luxe, dark blue, 4,000 miles, fitted semi-automatic drive, loose covers, radio and heater.—Crossley, 26, Cleveland Rd., Edgerton, Huddersfield, Tel. Hudda. 5043. [7209]

FOR sale, privately owned post-war Chrysler-Plymouth right-hand drive 4-door saloon, in very good mechanical condition, bodywork in good order, open to any trial; cheap for quick sale.—For full particulars write Newton of Huddersfield, Viaduct St. [7190]

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belzize Rd., Swiss Cottage, N.W.6. Mai. 5555-5155. [0643/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chrysler buyers, Wembley 8691/3903. [W4015/R]

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0929/R]

7-SEATERS private 1938/39 (24/28hp) Limousines required, cash wanted, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Chrysler Spares and Service

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belzize Rd., N.W.6. Mai. 5555/2155. [0495/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Spares and Service
CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.
CHURCH ROAD ENO. Co., Ltd., Hadleigh, Essex.
Tel. Hadleigh, Essex, 572171. [1964]

CHRYSLER Specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [1951/R]

CITROEN

DICKS.
1939 Citroen 12hp saloon, recently overhauled; £350. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. [C1072]

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [1975/R]

RUSSELL MOTORS offer—

1948 Citroen Light 15 saloon, one owner; £575; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5286. [C3060]

BOON & PORTER, Ltd., distributors.

1952 Light 15, black with beige upholstery, unregistered.—Castelnau, S.W.13 (by Hamersmith Bridge), Riverside 4444. [C1022]

JOHN S. TRUSCOTT, Ltd., for Citroen.

A wide choice of post-war Light 15s and 6-cyls. is usually obtainable. ONLY the best examples are offered; prices are strictly competitive.

NEW models for immediate delivery; also many other makes.

OFFICIALLY appointed Citroen agents.

SKILLED service; spares from stock.

JOHN S. TRUSCOTT, Ltd., 175 Westbourne Grove, W.11. Busc. 4274. [C4035]

RAYMOND WAY, Seven Kings Branch.

1947 Citroen Light 15, maroon with brown leather, twin spotlamps, post horns, etc., enthusiastically maintained; 449/5. [C4035]

RAYMOND WAY, the Hire Purchase Specialists.

RAYMOND WAY MOTORS, Ltd., 775, High Rd., Seven Kings, Essex. Seven Kings 4066. [7422]

H. W. MOTORS, Ltd., Citroen distributors.

1950 Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £325. [C4042]

1949 Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £645. [C4042]

H. W. MOTORS, Ltd., Walton-on-Thames, 2404/5/6. [C4042]

RICHARDS & CARR, always best value.

1949 Light 15 de luxe saloon, grey, recent overhaul, superb condition; £565. [C3045]

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

H. M. BENTLEY & PARTNERS, Ltd., offer:

1950 Citroen Light 15 saloon, in as new condition; £665. [C1018]

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

WORKING MOTORS (MAYBURY HILL), Ltd., Woking, 1920, offer—

1950 15hp de luxe Citroen saloon, black with beige leather, 6799. [C3004]

1947 15hp de luxe Citroen saloon, metallic green; £495. [C3004]

ALSO several pre-war models available. [C4057]

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [C4057]

1948 Citroen 15hp saloon de luxe with sliding roof, very nice condition; 3 months' guarantee; £435. [C1061]

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1939 Citroen 12 saloon, superb, new tyres; £345. S.W.14. Value Cars, 362, Upper Richmond Rd. [7395]

1950 (August) Citroen Light 15 de luxe saloon; £650; H.P. arranged.—Priory Cottage, Begbroke, Oxford. [7372]

1952 Citroen Light 15 saloon, grey, red leather, 14,000 miles; £795.—Rosa Motors, Ltd., Recent St., Hinxley, Tel. 558. [6881]

1949 Citroen Light 15 saloon, black, one owner; £565.—E.F.S. Motors, Kingston By-Post, Essex. Tel. Emsbrook 5030. [C3004]

1948 Citroen Light 15 saloon, magnificent, guaranteed, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038]

1937 Citroen long wheelbase saloon, blue, leather upholstery, radio and heater, in really exceptional condition; £345.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.8. Riverside 6677-8. [C2043]

1951 (October) Light 15 de luxe, S.R. heater, covers, 8,000m., one owner, taxed year, any examination; £775, nearest offer.—24, Northway, Mac-hull, Liverpool. Mac-hull 456. [7315]

£225.—An opportunity of acquiring an exceptionally good de luxe Citroen 12 at a reasonable price, reconditioned, gunmetal, new grille, battery and tyres, clean and tidy interior, leather upholstery, re-engined, bumpers, twin horns.—Derrington, 158, London Rd., Kingston 5621-2. [C1071]

Citroen Cars Wanted

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

Citroen Cars Wanted

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [10172/R]

ROWLAND SMITH'S.

ROWLAND SMITH'S the Citroen buyers.—Hamptstead High St. (Hamptstead Tube), Ham. 6041. [10950/R]

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., St. Pancras Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

PERFORMANCE CARS, urgently require Citroen's.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—175, Westbourne Grove, W.11. Bayswater 4274. [W4035]

Citroen Spares and Service

SOUTH of the Thames.

BAILES of Croydon, Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [10167/R]

THE HEADINGLEY MOTOR & ENO. Co., Ltd., 8, Otley Rd., Leeds 5. Tel. 5267-4.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [10061/R]

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains 48-hr service. [1749]

SHRIMPSTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 3654.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 3490. [10727/R]

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [10200/R]

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Beesleyheath 745. [10746/R]

BOWEN ROAD GARAGE & ENGINEERING Co., Ltd., 8, Bowes Rd., N.11. (Bow 2284) specialists on Citroen body repairs and mechanical overhauls, strip joints, reconditioned 48-hr. all spares stocked. [10685/R]

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler Consort, mileage 7,800, most carefully maintained, grey with red interior, usual accessories; £1,375. [C2017]

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1665. [C2017]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp 7-passenger limousine by Hooper, black and dark blue with cloth to rear, 15,000 miles only; £3,750. [C4032]

DAIMLER 24½-litre Consort saloon (1952), maroon with red leather, 2,000 miles; £1,695. [C4032]

DAIMLER 24½-litre Consort (Oct. '50), grey with blue leather, radio, heater and demister; £1,295. [C4032]

DAIMLER E.L. 24 limousine (1937), dark blue and black with cloth to rear, 22,000 miles only; £625. [C4032]

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4934).

S. Service, 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4032]

LIMOUSINES.—Several superb 4½-litre Straight Eights.—Titmus, 81, Clapham Rd., S.W.9. Reigate 1647. [6866]

1951 Daimler Consort, 18,000 miles, Radiomobile, black, one owner, perfect; £1,175.—Coventry & Jeffs, Ltd., Bristol 20091. [7495]

1939 Daimler 24½-litre saloon, magnificent, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038]

£875.—(11) Magnificent 1948 Daimler 24½-litre saloon, this vehicle is spotless in every respect, in fact it looks as though it has just left the Motor Show. [C4032]

£165.—(11) Daimler 15hp 2-door sports saloon in genuinely outstanding condition for its age, absolute bargain; 3 months' guarantee; hire purchase, exchange. [C4032]

LAMBS, Finchley Show, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052]

1948 Daimler 24½-litre saloon, immaculate, excellent mechanical condition; £850.—K.G. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1. Sloane 1004. [6673]

1951 Daimler special sports 4-seater coupe, green/white with beige leather upholstery, 6,500 miles, in new condition; £1,675.—Coventry & Jeffs, Ltd., Bristol 20091. [7496]

1952 (March) Daimler 24½-litre special sports coupe, green, 5,000 miles only, complete radio, heater, taxed, cost £2,700, immaculate condition; £1,650.—Frank Taylor, Ltd., Station Garage, Hinxley, Leics. [7364]

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hamptstead High St. (Hamptstead Tube), Ham. 6041. [10952/R]

DAIMLER special sports drop head coupe (Baker), Box 4679. [6961]

Daimler Cars Wanted

PRIVATELY, 20 pre-war saloon in good order throughout; full details and absolute lowest cash price.—P. Whyte, 46, Fenwick St., Liverpool, 2. [7467]

H. P. EDWARDS urgently require good Daimler for immediate cash; distance no object.—Details please to 200, Gt. Portland St., London, W.1. Langham 0012. [W2005]

Daimler Spares and Service

DAIMLER and Lancaster specialists.—Debmam Motors, 17, Atherton Mews, S.W.7. [6143]

A ROOT ENGINEERING, Ltd.—Preston gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.8. Kensington 7301. [10346/R]

A. LEWIS, Victoria Rise, Clapham, S.W.4. Daimler and Lancaster appointed agents and specialists for spares, repairs, etc.—Tel. Macculay 6252-4 and 4199. [10460/R]

DELAGE

1938 Delage D.6 70 fourseater drop head, excellent condition; sacrifice, 300gns.—Vigilant 8655. [7541]

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts supplied.—82, Park St., W.1. [10659/R]

DELAHAYE

EXCHANGE or sell.

1952 Delahaye 155M Selborne 4½-seater drop head sedan, 5,000 kilometres, actual car at £1,551. Motor Show (flat price £3,975); all reasonable offers considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4042]

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts supplied.—82, Park St., W.1. [10660/R]

DELOW

GORDON GARAGE (DULWICH), Ltd., Delow distributors for London and South-Eastern counties; new and used Delow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 2458. [10610/R]

D.K.W.

D.K.W. 1939 drop head coupe, F.8 model, rack and pinion steering, 11,000 miles since new, 16in wheels. [7425]

D.K.W. Cabriolet, 1940, rebuilt, complete mechanical overhaul, restored, revived, reupholstered in Tegan cloth, new tyres, splendid specimen, new Lucas lighting equipment. [7425]

D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 33, St. Michael's St., W.2. Paddington 6677. [10016/R]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts. [7425]

C. SMITH & Co., 85-85, St. John's Hill, Clapham Junction, Bat. 0671. [10066/R]

Dodge Cars Wanted

7 SEATERS private 1938/39 Limousines required, cash waiting, Alice & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 59474/57127. [10192/R]

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [10362/R]

FERRARI

1952 model 4.1 Ferrari America with 4-seater saloon body by Ghia of Turin (first registered 7/3/52), finished in royal blue and silver grey; this car has done 6,000 miles only in skilled hands and the whole car is in spotless condition throughout; this car cost approximately £9,000 in March.—Offers to Box 4647. [7425]

FERRARI 2½-litre 4-seater saloon (chassis No. 015381), 1952 model, first registered October 1951; maroon and black, red leather upholstery; this car is stated as being the fastest saloon car in this country, topped 132 m.p.h. giving 150 m.p.h. in third, total mileage covered 7,117; right-hand drive; was sold within the last year at list price, £7,692; price required £4,750; part exchange or hire purchase.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, S.W.1. Tel. Euston 5226 (5 lines). [C1950]

FIAT

FOR Fiat enthusiasts.

CLAIRMONTÉ BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mount view 5285. [10440/R]

11—Chippendale Motors, Ltd.—See our advertisement under "Sports Cars." [C1940]

FIAT 1939 1500cc, recent overhaul £110; snip, £210.—S. & S. Motors, Bayswater 1644. [7365]

500 model 1959, 2-seater; choice of three.—Fox & Nicholl, Ltd., Derwent 1122. [C2013]

FIAT 1100 1935 saloon, black, cream, 1,700 since re-engined, overhaul, well shod, fast, reliable, 42mpg, taxed, any inspection or trial; £165.—75, Addison Rd., Croydon. [7271]

295cc.—Fiat 1500, late 1938 4-door pillarless saloon, black, fawn leather, oversize tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

165cc.—Fiat 500, 1937 convertible coupe, gunmetal, red leather, excellent condition; terms, exchanges; taxed; open 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

MAYFAIR GARAGES, Ltd.—Flat, Flat, Flat.—Below.

MAYFAIR GARAGES, Ltd.—1940 (reg. 1950) 1500 special Castagna drop head four-door coupe, left-hand drive, post-war type front and wheels, recollared duo wire and black with soft brown leather upholstery, very reconditioned engine, extremely smart, modern Continental-looking car with outstanding road performance, 3 months' guarantee, £595.—Below.

MAYFAIR GARAGES, Ltd.—July 1947 (reg. 1950) post-war 500 de luxe convertible coupe, Fiat green with cream wheels and leather upholstery, reconditioned engine, bumpers, spotlight, smart car in excellent condition throughout, 3 months' guarantee, £595.—Below.

MAYFAIR GARAGES, Ltd.—1940 model first registered 1949 2nd series 500 de luxe convertible left-hand drive coupe, two-tone black and grey with Continental upholstery, 15-inch wheel, bumpers, spotlight, very smart car in first-rate condition throughout, 3 months' guarantee, £295.—Below.

MAYFAIR GARAGES, Ltd.—April, 1950, 500 2nd series de luxe supercharged convertible coupe, Arnott low-pressure blower, black, beige leather, almost new tyres, very smart car, docile engine capable of very high speeds, outstanding road holding, 3 months' guarantee, £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 1100 5000 4-door pillarless saloon, green, leather upholstery, almost new tyres, smart car with excellent road performance, 3 months' guarantee, £275.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 de luxe convertible coupe, grey, leather upholstery, serviceable condition throughout with very economical performance, £150.—Below.

MAYFAIR GARAGES, Ltd.—18 guaranteed Fiat in stock, all carefully prepared for lasting service by skilled British and Italian mechanics; send for descriptive list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd., Flat Sales and Service, Balderton St. (opp. Seifridge's clock), Mayfair, W.1. Mayfair 5104/5. Open 9-6. Sats. 9-1. (C3009)

FIAT 500 '37/38, really exc. cond., recent comp. overhaul, 2 new tyres, batteries, bumpers, radio, removable back seat, £290 o.n.o.—W.1. May 31. (C3012)

1938 500cc excellent condition, reconditioned engine, fitted radio, £250.—S. & S. Motors, 165A Westbourne Grove, W.11. Bay 1644. (C3016)

1951 500cc coupe, 1951 1400 saloon; 1952 Fiat Simca Aronde saloon, show model.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11, Park 5781. (C3061)

Flat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C0935/R)

PERFORMANCE CARS, urgently require Fiat's.—Great West Rd., Brentford, Middlesex. Kallins 4941: of—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiat yearly than any firm in the country telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton St. (opp. Seifridge's clock), Mayfair, W.1. Mayfair 5104/5. (C0955/R)

Flat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd. Harrow, Byron 6038. (C0525/R)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat Wembley

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165A Westbourne Grove, W.11. Tel. Bay 1644. (C1546/R)

MAYFAIR GARAGES, Ltd., Fiat restorations, sales and repairs by skilled British and Italian mechanics, model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Seifridge's clock), W.1. Tel. May, 5104/5. Open 9-6. Sats. 9-1. (C0632/R)

FORD (8 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, black, spot lamps, good condition throughout, £400.

THIS car is available for demonstration anywhere, any time: hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

A CRES offer:—

1952 Ford Anglia saloon, finished in light fawn, Tygan seat covers, speedometer reading 8,000 miles, undoubtedly genuine, first £465 secure.

A CRES AUTOS, Ltd., 138, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maudslayi 211/2. (C1002)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available. PHONE Harrow 4282 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp Bus Depot). (C0999/R)

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Anglia saloon, black, 15,000 miles, £450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. (C4045)

1934 Ford 8 reconditioned engine; £95; 3 months' guarantee, terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C0454)

FORD (8 h.p.)

£335.—1949 Ford Anglia, black, red upholstery, recorded mileage 22,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1951 Ford Anglia, grey, 9,000 miles, excellent condition; £420.—Tel. Malden 4597. (C7352)

1948 Ford Anglia, superb; £275.—Value Cars, 562, Upper Richmond Rd., S.W.14. (C7394)

1938 (Dec.) Ford 8hp saloon, good tyres; £135.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. (C0422)

1934 Ford 8, mechanical condition perfect; £70.—Burke Motors, 295, Lewisham High St. S.E.13. Tel. Lee 1051. (C1032)

1949 Ford 8, sole owner, carefully used, 21,000 miles only; £420.—Abraham, 159, Cheam Rd., Cheam, Vig. 3058 or 4655. (C7378)

1950 Anglia, black, one owner, low mileage, perfect condition; £395.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

1940 Anglia saloon; £210: terms: exchange.—Reynour, Cecil & Co., Ltd., 100, Ot. Portland St., W.1. Museum 0809, 9692. (C7430)

1939 Ford 8, black, excellent condition; £210.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1939 Ford 8 de luxe saloon; £195: terms: exchange.—Seymour, Cecil & Co., Ltd., 100, Ot. Portland St., W.1. Museum 0209, 9692. (C7431)

1950 Ford Anglia saloon, one owner, many extras, first-class condition; £410.—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0396. (C1073)

FORD Anglia 1948, black and brown, nice condition; £300: terms, exchange.—Kiddie's Garage, Harbison Rd., Balham, S.W.12. Tel. Balham 2531. (C7448)

365 gns.—Ford Anglia, late 1949 saloon, black, one careful owner, good tyres, excellent condition; terms, exchange.—Rowland Smith, below.

265 gns.—Ford Anglia (October, 1946) saloon, fawn, excellent condition, choice of 7 Anglias; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1946 Ford Anglia, very good condition, replacements include second engine, 12,000 miles, new springs, etc.; £285.—Tel. Erith 4500. (C7362)

1948 Ford Anglia, has had reconditioned engine fitted recently; £300.—L. F. Dove, Ltd., 111-115 Addiscombe Rd., Croydon, Addiscombe 3086. (C1076)

1949 Ford 8hp Anglia saloon, black, maker's reconditioned engine fitted this month, first-class condition throughout, £535, offers considered.—Box 4736. (C7440)

£115.—1936 (September) Ford 8 saloon, original condition throughout, 2 owners only, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 3422. (C7438)

£395.—1949 Anglia, black with brown upholstery, 19,000 miles, kept as new, terms: exchange.—G. S. Hall Ltd., 302, King St., Hammeramith, W.6. Riverside 2881. (C3031)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. A and B-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (C0578/R)

TANKARD & SMITH, Ltd., offer: 1949 Ford Anglia saloon, black with red upholstery, one careful owner from new, many extras, a beautiful specimen; £375.—97 Fencham Rd., London, S.E.15. Tel. Rodney 2051. (C4025)

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloon, black/brown leather, one owner, £439; 1950 Ford Anglia saloon, beige or black/brown leather, low mileage, choice two, £379; 1949 Ford Anglia saloon, green/beige leather, low mileage, one owner, £349; 1948 Ford Anglia saloon, beige/brown leather, low mileage, £359; 3 months' guarantee; terms, exchange; list: Stockwell Rd., S.W.8. Bristol 6251. (C7393)

Ford Eight Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (C0172/R)

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube), Hamstead 6041. (C0934/R)

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1946 Ford 10hp Prefect saloon, black, cloth, good condition; £315.

THIS car is available for demonstration anywhere, any time: hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

NEWNAME, Ltd.

1949 Ford Prefect saloon, excellent condition, one owner; £435.

NEWNAME, Ltd., 235-7-9, Hammeramith Rd., London, W.6. Riverside 4646. (C3024)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available. PHONE Harrow 4282 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp Bus Depot). (C0100/R)

FORD (10 h.p.)

ELITE MOTORS offer:—

1950 (Dec., '49) Ford Prefect 4-door saloon, black/brown, moderate mileage, immaculate condition throughout; £425.

1939 (late) Ford Prefect 4-door sun saloon, leather interior, recent reconditioned engine, faultless mechanical condition, excellent coachwork, £275.

ELITE MOTORS, 851-951, Gerrard Lane, Footing Broadway, Tel. Balham 2474 (4 lines). (C2008)

CHARLES FOLLETT, Ltd.

1950 (Sept.) Ford Prefect 4-door sal., beige with beige leather upholstery, heater, one owner, really exceptional condition throughout, guaranteed, £525.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnedale Yard, off Egin Ave., W.9. Cunningsham 5936. (C5010)

B. J. HUNTER, Ltd., offer:—

1951 Ford 10 Prefect saloon, fitted heater, really as new; £495.

1949 Ford Prefect saloon, low mileage, numerous extras, definitely unmarked; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. (C2040)

H. BEART & Co., Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 8,000 and like brand new throughout; £465.—102, London Rd., Kingston-on-Thames, Tel. 3548. (C6508)

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Prefect, black/red, 4,000 miles; subject to completion of B.M.T.A. Covenant.—4, Brick St., Park Lane, London W.1. Grosvenor 4772/3. (C3051)

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 Ford Prefect 4-door saloon, black, green leather upholstery, reconditioned engine; £400.

THREE months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

H. F. EDWARDS & Co., Ltd., offer:—

£475.—1950 model Ford 10 Prefect 4-door saloon, registered December, 1949; this car is literally as new in appearance, has had only one owner, ship, finished in black with brown leather, radio, fog-lamps; must be seen to be appreciated, written guarantee; terms, exchange.—H. F. Edwards, 200, Ot. Portland St., London, W.1. Langham 6011. (C2003)

W. J. BROWN, Ltd., Used Ford Specialists.

1951 (June) Ford Prefect saloon, black, brown leather upholstery; £475.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 (B.M.T.A. Con.) Ford Prefect saloon, green, 5,200; £550.

56 Park Lane, W.1. Regent 4966; 574, Ealing Rd., Alperton, Middx. Perivale 3388, and 8, 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. (C1066)

1947 Ford Prefect saloon, leather upholstery, exceptional car, 3 months' guarantee; £335.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

NEW one only 1953 Prefect, immediate delivery, list price, £577/15/6; unregistered; exchange car up to 10hp.

J. AUSTIN & SONS, Ltd., 139/153, High St., Harlesden, N.W.10. Ealing 6254/7/8. (C7295)

1949 (late) Ford Prefect, leather, 14,000 miles, immaculate; £485.—John Gray, 20, Harrogate Lane, N.W.2. Speedwell 1242. (C2026)

1948 Prefect, first-class order, engine only done 10,000, very carefully run in, any trial to prove a most excellent car; £425.—Box 4789. (C7242)

1951 (Aug.) Ford Prefect saloon, black, one owner, chauffeur maintained, leather upholstery, see covers, as new; £485.

JOHN WILSON AUTOS, Ltd., Banderstead 4260. (C4065)

425 gns.—Ford Prefect (October, 1949) saloon, black, red leather, radio, one careful owner, excellent condition; terms, exchange.—Rowland Smith, below.

345 gns.—Ford Prefect (September, 1947) saloon, black, one careful owner, excellent condition, choice of 4 Prefects; terms, exchange.—Rowland Smith, below.

195 gns.—Ford 10, 1938 4-door saloon, black, green leather, very good condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4012)

1948 Prefect, exceptional condition, heater, radio, second engine; £350 outright or part exchange against new Austin Somerset.—F. Barwin, Ltd., Barking 7231. (C7231)

£365.—Ford 10, Dec. 1948, Prefect saloon, 4-door original condition, very good tyres, exceptionally good mechanically; many others; exchange; H.P. Exchange, H.P.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchange, H.P. (C1017)

1948 Ford Prefect, one owner; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1948 Ford Prefect, one owner, reconditioned engine recently fitted, cloth upholstery; £325.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1017)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

£199—1942 Ford Prefect saloon, black, excellent runner; unrepeatable offer.—Haverstock Garage, Haverstock Hill, N.W.3. Ouliver 2422. [7425]

ARTHUR R. GOULD, Ltd., 230-232, Regent St., W.1, and 5-13, Meard St., Soho, W.1. Langham 1594-S. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R]

1949 Ford Prefect, black/red interior, one owner, outstanding condition: £435.—J. Davy, 180/182, Kensington High St., W.8. Western 3651 and Kensington 1108. [C1069]

£545—1952 (Oct.) Ford Prefect, special export specification, only 1,400 miles, h.d. B.M.T.A. consent.—Royston Motor Works, Ltd., Herts. Tel. Royston 2148. [7420]

FORD Prefect 1950 green 4-door saloon, in exceptional condition having only done 13,000 miles, carefully used; price £475.—Apply Fletcher, Meole Grange, Shrewsbury. Tel. 4210. [7171]

£395—1949 Ford Prefect, 21,000 miles, black with leather upholstery, coachwork unmarked; terms exchange.—G. S. Hall, Ltd., 502, King St., Macclesfield, W.8. Riverside 2281. [C2051]

1949 (Sept.) Ford Prefect saloon, leather, one owner, carefully used, immaculate appearance; £425.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

A new reconditioned engine fitted last week to this good 1959 Prefect, loose covers, etc.: £235; H.P. and exchanges.—Apply Fletcher, Meole Grange, W.N.W.1. Euston 2700 and 8894. [C3059]

£445—Ford Prefect, June, 1949, black, leather, one owner, 22,000 miles only, exceptionally good; exchanges, deferred terms.—Starnes Motors, 105, Crickwood Broadway, N.W.2. Gladstone 2480. [3725]

PRIDE & CLARKE, Ltd.—1951 Ford Prefect saloons, black or beige/brown leather, one owner; choice 2 at £449, 3 months' guarantee; terms, exchanges; 114, Stockwell Rd., S.W.9. Brixton 6251. [7282]

£495—1951 (not late 1950) Ford Prefect saloon, black and brown leather, absolutely unmarked; first fiver must buy.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025]

1949 (March) Prefect, beige, red leather, bench seat, heater, radio, covers, extras, tyres as new, one owner, carefully maintained, excellent condition; bargain at £395.—Tel. Rip, 0952 after 7 p.m. [7361]

1950 Ford Prefect 4-door saloon, leather upholstery, total mileage 16,500, indistinguishable from new £475, consider exchange.—Southwicks, Smugglers Walk, West Worthing, Sussex. Goring 42131. [C4027]

FORD Prefect (June, 1949), one owner, chauffeur cared for, 14,000 miles, perfect condition, colour green, two new tyres, price £440.—Apply O. R. Hodges, 3333, Dorset House, Stamford St., S.E.1. (Waterloo 3333.) [7492]

1949 (October) Ford Prefect, green, brown leather, as new condition, fitted heater, Windtone horns and stabilizers, ex demonstration model, 14,000 miles; 3 months' guarantee.—Swaffield, Motors, Crewkerne. [7274]

1952 (May) Ford Prefect saloon, green, with extras, cost £436, guaranteed 3,000 miles, as new; B.M.T.A. consent.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7409]

Ford Ten Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R]

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955/R]

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sts. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R]

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Ford Prefect saloons from private owners.—Write details or tel. Bradford 41337. [6826]

FORD CONSUL

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, loose covers, underselling and many other extras, superb condition, 11,000 miles, £725.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042]

RAYMOND WAY, Seven Kings Branch.

1951 Ford Consul, duck-egg blue with brown leather, fitted radio, heater, demister, defrosters wing mirrors, spot lamp, etc., etc., nominal mileage, as new, taxed; £495.

RAYMOND WAY, the Hire Purchase Specialists.

RAYMOND WAY MOTORS Ltd., 775, High Rd., Seven Kings, Essex. Seven Kings 4066. [7423]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Consul saloon, opal blue/beige hide, radio, heater, overriders, 15,000; £695.

56 Park Lane, W.1, Regent 4865; 574, Kaling Rd., Alport, Middlesbrough 3508, and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

FORD Consul 1951, low mileage, immaculate, grey; £625.—Jack Powner (Aston), Vaughan Ave., Hendon 1435.4. [C3063]

1951 Ford Consul saloon, one owner, perfect condition throughout.—Smister, Station St., Macclesfield. Taxed; £560. [7213]

FORD CONSUL

1952 Consul, 4,000 miles, leather, radio, heater; £725.—Withams, 18, Balham Hill, S.W.12. Battersea 5860/5769. [7114]

1951 Ford Consul saloon, low mileage, radio; £635; 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119 Tube. [C1054]

1951 Ford Consul, leather interior, fitted radio, heater, loose covers, in very nice condition throughout; £665.—Wembley Court Motors, High Rd., Wembley 8767/8. [C4050]

FORD ZEPHYR

ACRES offer:—

1952 Ford Zephyr, finished in pastel green, heater and radio, speedometer reading 5,000 miles, undoubtedly genuine, indistinguishable from brand new, recently invoiced at £663; our price £475.

ACRES AUTOS, Ltd., 186, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macclesfield 2211/2. [C1002]

JACK ROSE, Ltd., offer:—

1952 Ford Zephyr, almost as new, loose covers, low mileage, open to any examination; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056]

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Zephyr saloon, black, 2,000 miles, as new—£4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 (Sept.) Ford Zephyr saloon, black/red hide, radio, heater, loose covers, 5,000; £795.

56 Park Lane, W.1, Regent 4865; 574, Kaling Rd., Alport, Middlesbrough 3508, and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1952 Ford Zephyr, 5,000 miles, as new; £795.—S. P. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 530. [5786]

1952 Ford Zephyr, 5,000 miles, as brand new; £625.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 2100/6676. [C4016]

4000 miles.—1952 (Sept.) Zephyr saloon, radio, heater, as new.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027]

1951 (September) Zephyr green, 12,000, radio and heater, covers, immaculate; £725; terms, exchanges.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1258. [7437]

FOR sale, Ford Zephyr, wireless and heater, 5,000 miles; £750.—P. Crawford, Agricultural Engineer, Moulton Chapel, nr. Spalding, Lincolnshire. Tel. Moulton Chapel 277. [7256]

FORD Zephyr 1951/52 series de luxe saloon, suede green with luxurious beige leather upholstery, fitted many extras, including 4000 radio, heater, twin mirrors, rimblenders, etc., low mileage, meticulously maintained by sole owner; £655.—Tel. Birmingham South 5019. [7446]

FORD (V.8)

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford V.8 saloon, black, leather, heater, radio, covers, ink mats, twin spotlamps, nicely maintained car, one owner; £550.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1950 Ford Pilot saloon, in really beautiful condition throughout, absolutely unmarked, mechanically faultless, will pass any inspection, 26,000 miles, fitted radio and heater, many other extras; 549gns.

HIRE-PURCHASE terms on the spot with no reference, no formalities or guarantors; part exchange on your present motorcar or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. N. Maids Vale 6046 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

OVERSEAS CARS, Ltd., offer:—

1951 Ford Pilot saloon green, perfect condition; £565; for other Overseas car bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3081]

H. BEART & Co., Ltd., offer:—

FORD Pilot saloon, first registered December, 1948, very carefully used, taxed year; and superb value at £395.—102, London Rd., Kingston-on-Thames, Tel. 3348. [7461]

FORD V.8 91A saloon (column gear change), in excellent condition; £295.—Jacquery, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1949 model Ford Pilot saloon, black, radio, heater, excellent condition.—Kinaston House Garage, Ennismore Gardens, S.W.7. Ken. 6726. [7456]

1951 (Feb.) Ford Pilot saloon, blue, blue leather upholstery, radio, heater and demister, loose covers, 17,000 miles, one owner, immaculate throughout; £565. [C3063]

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

FORD (V.8)

£99 £49 deposit.—1955 Ford V.8 convertible coupe, fitted 14.9 engine, excellent opportunity.—Jacquery Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1938 Ford V.8, 22hp, new, works reconditioned engine, clutch dynamo, distributor battery, 26mpg, fully comprehensively insured July '53; £190.—Chambers, 22, Russell Rd., W.14. Wes. 9519. [7395]

Ford V.8 Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R]

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955/R]

1950-51 Ford Pilot, must be black, low mileage, radio and heater preferred.—Mr. Bowler, 220, Park Rd., Blackpool. [7269]

UTILITY—FORD OR OTHER BODIES

1948 (September) Ford 10 Martin Walter Utilecon, one owner, exceptional condition; £395.—Jacquery, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1948 Ford 10 Radford wooden Utilecon, really good; £375; H.P. and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

295gns.—Fordson, late 1947 8hp Martin Walter Utilecon estate car, black, fold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms, exchanges.—Rowland Smith, below:—

295gns.—Ford Prefect, 1959, 4-door 6-seater utility, natural timber body, sliding glass windows, drop tailboard, good tyres, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4015]

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955/R]

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ot. West Rd., Brentford, Tel. Ealing 4596-9. [0749/R]

Ford Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955/R]

W
HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W5042/R]

SLOCUMBE'S, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Ford cars.—58/52, Dudden Hill Lane, N.W.10. [W4047]

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R]

1952 Ford Zephyr or Consul required.—Durngate House, Winchester. [W1010]

S. CURRIE & Co., Ltd., are cash buyers of all good low mileage Ford cars.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065]

H. P. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details please to 200, Ot. Portland St., London, W.1. Langham 0012. [W2095]

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0251]

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson. Dagenham reconditioned engines, 6, 10 and 30hp, always available from stock.

219-221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406/R]

ALLAN TAYLOR (MOTORS), Ltd., High St. Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0514/R]

FRANK O. GATES Ltd., High Rd. Woodford Green (Tel. Wansted 2255), main Ford dealers; service and all spares. [0098/R]

WE have one of the largest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—V. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House New Rd., Dagenham, Rainham 770 (8 lines), and 66, High St., East Ham, E.4. Grange Road 1156. [C3062/R]

Frazier Nash Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH-B.M.W.

DICKS.
1939 Frazer Nash-B.M.W. drop head coupe, very fast and attractive; £450.
DICKS CAR SALES, Ltd., 335-401, High Rd., Kilburn, N.W.4. Tel. 6888-9. (C1072)
BARTLETT—Fraser Nash-B.M.W.—327/80, coupe; £650—47A Pembroke Villas, W.11. (C1015)
PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars" (C3041/R)
295 gns.—Fraser Nash-B.M.W. late 1936 Type 45 (fitted 1½-litre engine) convertible sports coupe, black, red leather, hydraulic brakes, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—
225 gns.—Fraser Nash-B.M.W. 1936 2-litre Type 55 four-seater drop head coupe, green, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C24018)
FRAZER NASH type 328 B.M.W. 1939, Grand Prix 2-seater, triple 3.0, cream and blue, full all-weather equipment, two leading shoe front brake conversion; the whole car in beautiful condition; £795.—The Fiat, Penzance, Brixham, Devon. (7469)

Fraser Nash-B.M.W. Cars Wanted

BARTLETT, the Fraser Nash-B.M.W. Specialists, 27a, Pembroke Villas, W.11. (W1013)
ROWLAND SMITH'S, the Fraser Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 3041. (0940/R)

HEALEY

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 381/2, offer:—
1952 (Feb.) Healey Tickford saloon, grey, red leather, radio, heater, windscreen washer, works maintained, as new.
1949 (Sept.) Healey Elliott saloon, one owner, moderate mileage, mechanically excellent; £625.
1948 Healey Duncan saloon, black, red leather, checked over by works last year, excellent order throughout; £725.
1950 Healey Silverstone 2-seater, finished red, low mileage, outstanding performance; £785.
RIPCO, Ltd., 16 Albemarle St., Mayfair, London, W.1. Regent 2952. (C3053)
BROOKLANDS, Healey Distributors, London and Home Counties. Still the world's fastest 4-seater saloon.
1952 Healey Tickford saloon, 9,600 miles; heater.
1951 Healey Tickford saloon, one owner, radio.
1951 Healey Abbott drop head coupe; many extras.
1950 Healey 2½-litre 2/4-seater tourer, 8,000 miles.
1950 Healey Silverstone sports 2-seater, extras.
1949 Healey Silverstone; many extras.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8351-B. (C1039)
1948 (Nov.) Healey Duncan 2-seater sports, one owner, 20,000 miles, fitted heater, attractively finished in cream and red, faultless condition; £525, terms, exchanges.—Bradstock Motors, Chase Rd., Spelm., Tel. Spelm. 633.
ROE & YOUNG, Ltd., offer: 1951 Healey Tickford sports saloon, low mileage, fitted heater and twin spotlamps, specially finished in two colours, immaculate; £595—65-69, St. Andrew's Ave., Streatham Hill, S.W.4 (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

Healey Cars Wanted

BARTLETT—Healey Elliott saloon urgently required.—27a, Pembroke Villas, W.11. (W1013)
RICHARDS & CARR buy Healeys—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)
PERFORMANCE CARS urgently require Healey's!—Great West Rd., Brentford, Middlesex. Ealing 8941; or
107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W5041)

HILLMAN 10

ACRES offer:—
1952 Hillman Minx, finished in black with brown leather upholstery, heater and radio, speedometer reading 8,000 miles, undoubtedly genuine, beautifully kept and maintained as brand new; bargain at £695.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.4. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccubley 8211/2. (C1002)
RUSSELL MOTORS offer:—
1950 (December) Hillman Minx P.V. coupe, 17,000 miles, £625; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, E. Sloane St., S.W.1. Tel. Sloane 9288. (C3060)
B. J. HUNTER, Ltd., offer:—
1950 Hillman Minx Mark IV saloon, one careful owner.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Clagstones 6303. (C2040)
WARWICK WRIGHT, Ltd., offer:—
1952 Hillman Minx Mark V saloon, green, beige leather, 2,000 miles; £675.
1951 Hillman Minx Mark IV saloon, black, 20,000 miles; £575.
1952 Hillman Minx Mark V saloon, claret, heater, 4,000 miles; £675.
1952 Hillman Minx Mark V convertible coupe, green, 5,000 miles; £725.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C3045)

HILLMAN 10

H. F. EDWARDS & Co., Ltd., offer:—
£575—1950 (Oct.) Hillman saloon, black with maroon leather, heater, exceptionally attractive and outstanding car, appearance practically as new; written guarantee, terms, exchanges.—H. F. Edwards & Co., Ltd., 303, Gt. Portland St., London, W.1. Langham 1102. (C2003)
1947 Hillman Minx saloon, one owner, first-class condition throughout; £395.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edwards Rd., N.W.9. Col. 6062. (C3004)
1950 Minx, Aux., radio, heater, will exchange for similar convertible.—Tudor 2799. (7354)
ESTATE car 1952, M.K. V, 5,000 miles, new condition.—The Pottery Bar 2429. (7506)
1948 Hillman estate car, grey/brown; £395.—Cyril Sheppard of Reading, Reading 2546. (7458)
1947 Hillman Minx saloon, one owner, fitted heater, good order, 3 months' guarantee; £365.
C. & W. MOTORS, Ltd., Queen's Head Cottage, East End Rd., N.3. Finchley 6236 (5 lines). (C1061)
1951 Hillman Minx coupe, 5,000 miles; £385.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)
1952 Jany, Hillman coupe, 5,900 miles, £675; list price £815, exchange entertained.—Ernest Sutton Weybridge 600. (C4023)
1947 Hillman Minx de luxe saloon, dark grey in good condition; £360.—Northways Garage, Swiss Cottage, N.W.3. Tel. Primrose 1127. (C3026)
1949 Hillman Minx Phase III, blue, exceptional condition, one owner, heater; £465 for quick sale.—Cambridge Garage, New Malden 1693. (6838)
1951 Hillman Minx drop head coupe, black, red leather, one owner, immaculate condition; £695.
RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. (C3053)
£455—1948 Hillman Minx drop head coupe, in spotless condition throughout, the finest specimen—Below:—
£535—1950 series Phase IV Hillman Minx in spotless condition throughout and brought to 1952 specification by late enthusiastic owner.—Below:—
£365—1948 Hillman Minx de luxe saloon, bodywork like brand new, interior excellent, only wants seeing; 3 months' guarantee; hire purchase, exchanges.
L. AMES, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.13. Fin. 6221. (C3052)
1952 Hillman Minx coupe, black, 4,190 miles, immaculate, present owner; price £650, or offer.—Tel. 2144 Lofthouse Gate. (6858)
1950 Hillman Minx saloon, black with brown leather, well maintained; £525.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)
1951 Hillman Minx drop head coupe, grey with red leather, carefully used; £450.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022/1)
1951 Phase IV Hillman saloon, 19,000 miles, one owner, fitted radio, heater, etc., taxed 1953; £570.—J. G. Anderton, Roberts Hall, Shrewsbury, W.1. (7306)
£175—1936 model, modern Hillman Minx saloon, black, immaculate condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. (7427)
1950 Hillman Minx saloon, green, small mileage, ex. condition; £550.—Jack Olding & Co., Ltd., Audley House, North Audley St., London, W.1. Mayfair 5245. (C3050)
1947 Hillman Minx, black, exceptional condition throughout; £395.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. (C3014)
1951 (July) Hillman Minx saloon, heater, screen spray, beautifully maintained, spare unused, taxed year.—Kington House Garage, Ennismore 830 S.W.7. Ken. 6726. (7435)
£350—1947 Hillman Minx de luxe saloon, very well maintained, coachwork unmarked; terms, exchanges.—G. H. Hall, Ltd., 303, King St., Hammersmith, W.6. Riverside 2881. (C2051)
NAYLOR & ROOT—1949 Hillman Minx Phase III saloon, black, beige hide, attractive and economical; £495; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)
1942 Hillman Minx 10hp saloon, not ex-W.D., good appearance and mechanically sound; only £225 cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. (7512)
1936-37 Minx, excellent performer, minute oil usage, tyres, brakes, steering good, special a/sorbent, guaranteed battery, body reconditioned; £150.—Field, Oakway, Chesham Bois, Bucks. (7475)
1949 Minx saloon, black, all new tyres, recent Rootes overhaul, just been resprayed inside and out, lined engine, bills available, A.A. inspection welcomed; £485.—Norris, Bushby Heath 1942. (7272)
GARAGE SERVICE, Co., Ltd.—1947 Hillman Minx de luxe saloon, 30,000 miles, body reconditioned, standing condition throughout; £375.—1091, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. (C2019)
1949 (August) Hillman Minx Mark III, fawn and red leather, moderate mileage, good tyres, perfectly maintained, Rootes routine overhaul, 230 J.P. completed; £450.—29, Cavendish Close, N.W.9. Cunningsham 5979. (7471)
HILLMAN 14
195 gns.—Hillman 14 1939 de luxe saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6241. (C3018)

Hillman Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. (0871 R)
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. (0941 R)
ROOTES, Ltd.
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM—Lower Temple St. ((Central 8411))
MANCHESTER—129 Deansgate. (Blackfriars 6677)
MAIDSTONE—(Maidstone 3333)
CANTERBURY—(Canterbury 3252)
CHESTER—(Chatham 2251)
WROTHAM Heath—(Borough Green 4)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0108 R)
SLOCOMBE'S, Ltd., Willesden 3969.
WE wish to purchase clean and genuine Hillman cars.—39/52, Dudden Hill Lane, N.W.10. (W4017)
PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. (W3044 R)
CASH buyers of good Hillman Minxes; distance no object.—Watsons, Lord St., Southport. (0792 R)
PHASE V Minx wtd., very low mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75332. (6174)
KENT—Good Hillman, original required; details please to—H. F. Edwards, 19, Senbrook Rd., Hythe, Tel. Hythe 6711. (7452)
TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Hillman Minx saloons from private owners.—Write details or tel. Bradford 41337. (6828)
BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 189, 194, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0088 R)
NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham, Tel. 4611. (0552 R)
Hillman Spares and Service
NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0230)
LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialist (30 years), well-equipped works, servicing, reboing and complete overhaul; parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renova 1183. (0878 R)
CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 5955. (0720 R)
BARKING—For full stocks of spares and genuine service for Hillman owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking, Tel. Ripplaway 1295. (0438 R)
Hispano Spares and Service
HISPANO spares and all repairs.—G. Briand, 47, Tanworth Rd., Croydon, Cro. 1742. (5107)
HOTCHKISS
HAROLD RADFORD & Co., Ltd.
SOLE concessionaires
SALES and Service.
HAROLD RADFORD & Co., Ltd., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C3047)
CARRIS MOTOR MART—1939 Hotchkiss 3½-litre Speed model saloon, sunmetal, recent engine overhaul, superb written guarantee.—6, Warren St., W.1. Euston 4110. (C1040)
Hotchkiss Spares and Service
HOTCHKISS spares and service.—Harold Radford & Co., Ltd. sole concessionaires for Great Britain and Northern Ireland. Spares parts and service for Hotchkiss cars available at Melton Court, South Kensington, Tel. Kensington 6642 (5 lines). (83047 R)
H.R.G.
HAROLD RADFORD & Co., Ltd.
SOLE distributors for London and Home Counties offer:—
NEW and unused H.R.G. cars available for early delivery.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C3047)
1947 1½-litre Aerodynamic 2-seater, green, excellent; £360; new car imminent.—Box 4685. (7343)
H.R.G. 1947 1500 Aerodynamic sports 2-str., 50mph, works maintained, recolloured, rechromed, current modifications, mechanically perfect and immaculate throughout; cost £1,350, accept £500; owner going abroad.—Box 4678. (7306)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H.R.G. 1,100 sports 2-seater, date of first registration July, 1949, immaculate car in every respect, colour grey; available now at £550.—T. McDonald & Sons, The Motor House, Leven. Tel. Leven 444/6. [7234]

H.R.G. Cars Wanted
REQUIRED immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

H.R.G. Spares and Service
CHARLES POLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.
SERVICE. Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R]

DICKS.

1939 Hudson 17 saloon, steering gear change, fitted reconditioned engine; £395.

1938 Hudson 17, very fine order throughout; £325.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maids Vale 6888-9. [C1072]

1940 Hudson 16.9 saloon, heater, radio; £375, private owner.—Tel. Viciant 3400 evenings. [7265]

HUDSON 17hp saloon, 1958, black brown hide, radio, specimen car; £295.—J. Davy, 180-182, Kensington High St., W.8. Western 9641 and Kensington 1108. [C1069]

£225—£75 deposit.—1939 Hudson 22 4-door black saloon, leather upholstery, also immaculate 17hp 1939; £275.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

A. S. ORR & Co., Ltd., have for disposal an October, 1951, Hudson Commodore 8 with right-hand steering, chauffeur driven, nominal mileage; offers over £1,500 considered.—Bamber Bridge, Preston. [7467]

Hudson Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Hudson buyers Wembley 8691/9305. [W415/R]

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairs.

FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. [0861/R]

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17hp.—Motolympia, Welthpool, Tel. Oswestry 480. [0425/R]

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 3501-7.

WILLIAM ARNOLD Ltd., Upper Brook St., Manchester, 13. [0516/R]

SPARKS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—35-101, Heath Rd., Twickenham, Tel. Popesgrove 1095-6-7. [0568/R]

HUMBER

DICKS.

1937 Humber 12 saloon, one owner since new, genuine car; £225.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maids Vale 6888-9. [C1072]

ACRES offer:—

1949 (September) Humber Super Snipe, finished in grey with leather upholstery to match, heater and radio, low mileage, carefully used and maintained, and in magnificent condition throughout; first £595 secure.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade Clapham Park Rd., S.W.4. Tel. Maresfield 2211-2. [C1002]

HENLYS, Ltd., offer:—

1951 Humber Super Snipe bronze with brown leather upholstery, one owner, carefully used, sorts serviced by Henlys, this beautiful car is immaculate in every way, usual guarantee and 7 days' free trial; price £925; h.p. available.—Full list by return post. Euston 4444. [6262]

JACK ROSE, Ltd., offer:—

800 miles only.—August, 1952, Humber Super Snipe sal., absolutely as brand new (black with green hide upholstery) 1952; and at £1,175.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C5056]

OVERSEAS CARS, Ltd., offer:—

1950 (October) Humber Hawk saloon, green, brown leather, one owner, in exceptional condition; £750; for other Overseas car bargains see page 55.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge S.W.3. Tel. Kensington 7475. [C5051]

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Hawk Mark IV 16hp saloon, blue, 8,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C5045]

SNIPES, July, 1951, 10,000 miles, chauffeur driven, mint condition; £1,350.—Wel. 6311. [7244]

NOV. 1950, Humber Imperial saloon, 10,000 miles, maroon with fawn leather; £1,050.

H. Humber Super Snipe, black, red leather, 21,000 miles, Bedford cord covers, immaculate condition; £625. C.M.C. (Caterham), Ltd., Surrey, Caterham 723. [7268]

HAWK 1953, black, delivery mileage; list; exchange terms.—Hanley Motor Mart, Ltd., Stoke-on-Trent, Tel. 29047. [7217]

1940 Humber 16 saloon, excellent, guaranteed; £160; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4055]

1950 Humber Hawk saloon, immaculate, heater, £550.—K. Motor & Eng. Co., Ltd., Riperton St., S.W.1. Sloane 1004. [6675]

1951 Super Snipe, showroom condition, one owner, chauffeur driven, doctor's car, 11,000 miles; seen London; nearest offer to £350.—Box 4788. [7245]

1949 Humber Super Snipe saloon, black with brown leather, most attractive, £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022]

1950 Humber Hawk saloon, black with brown leather, most attractive, £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022-1]

1949 Humber Hawk saloon, green brown, £5,000 miles, radio fitted, well maintained; £595.—John Trigg, Ltd., Esher 1234. [C4085]

1951 model Super Snipe metallic green with fawn leather, genuine low mileage car, superb condition; £795.—Robbins, East Putney, Tel. 3581. [7415]

£685 £235 deposit.—1950 Humber Hawk, bronze, red leather, sun roof, heater, our managing director's personal car, highly recommended, below.

£55—Genuine 1934 Humber 24hp saloon, practically new tyres, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

OCT. 1950, Humber Hawk Mark IV saloon 16hp, bronze, red leather, small mileage; £725.—E. C. P. (Engineers), Ltd., Wharf Rd., Stamford. [7261]

1947 Humber Snipe, fitted loose covers, coachwork very clean, mechanically good; £365.—Collom's Car Sales, Ltd., 292-308, Lankar Rd., W.9. Tel. Maresfield 5134, 3651-2. [C1055]

CASS'S MOTOR MART.—1948 Humber Snipe saloon, black, radio, genuine 22,000 miles, unblemished, written guarantee.—5, Warren St., W.1, Euston 4110. [C1040]

1952 (April) Humber Super Snipe sal., 5,000 miles, as new, heater, radio, covers, etc.; £1,175.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029]

1952 (July) Humber Super Snipe de Luxe, 5,000 miles, radio, s/covers, etc., attractive price.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 5, Tel. Deansgate 3525-6. [C2068]

£425—1947 Humber Super Snipe, 24,000 miles, black with beige upholstery almost new condition; terms exchange.—O. G. Hall, Ltd., 302, King St., Hamersmith, W.6. Riverside 2881. [C2051]

1952 (April) Humber Hawk saloon, satin bronze, red upholstery, over-riders, Ace rims, loose covers, etc., 10,000 miles, as new appearance; £675. Peerie's Motors, Ltd., Bath Rd., Slough. [7198]

£1145—Humber Pullman Phase II limousine, superb low mileage model, one owner and privately taxed since new, special all-leather upholstery front & rear, twin heaters, separate parking lamps, etc., whole condition practically without fault.

£345—1959 Humber Pullman 27hp 7-passenger limousine, in black, winding divisions, face-forward seats, a very useful vehicle in quite reasonable condition for its year, excellent tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035]

1951 Humber Super Snipe, one owner, chauffeur-driven, perfect condition with new clutch, pressure plate and brake linings, tyres good condition, complete with Smith heater and demister and H.M.V. 8-valve wireless; price £675.—Apply C. R. Hodson, Dorset House, Stamford Street, S.E.1. Tel. Waterloo 5353. [7491]

A & S (Fifty Limousines—Liste Posted) 1959, partition, 7-forward, black, private, certified mechanically, selection—£595. Belem.

£335 Pullman 1938 partitioned limousine, 7-forward, black, nice order, ready service.

LIMOUSINES 1948, partition, forward occasional, wonderful condition throughout, genuine low mileage, privately owned, selection—£645.

HEARSES 1952 Deluxe Coachwork—(Detailed advertisement under Hearses)—bargain prices.

1951 Imperial 7 passenger saloon, leather, mileage 12,000, loose covers, heater, radio, Multi-tone horns, screenspays, parklight, etc., black, immaculate, £1070.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Humber Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Humber cars.—520, Euston Rd. N.W.1 Euston 1212. [0872/R]

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 6411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3353.)

CANTERBURY.—(Canterbury 3252.)

POCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R]

ROWLAND SMITH'S.

ROWLAND SMITH'S the Humber buyers.—Hampstead High St. (Hampstead Tube), Ham. 6341. [0942/R]

Number Cars Wanted

CAMDEN MOTORS urgently require 1946 51 Number Pullman, particulars and price to Wadall, Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041. [W1055]

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey Vigilant 1121. [W5044/R]

1947—51 Humber Pullman limousines wanted.—Particulars, mileage and price to Wadall, Nicholson, Ltd., Well Lane, Halifax. Tel. 4251. [6867]

7-PASSENGER 1950/1.2 Limousines and Imperial Saloons required immediately, details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors Parliament St., Nottingham Tel. 4651. [0553/R]

Number Spares and Service

DE NORMANVILLE East Jones H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0780/R]

THE Humber Specialists for all spares.—Rings Uplands 3637. See advt. under Parts & Accessories. [0390/R]

BARKING.—For full stocks of spares and genuine service for Humber owners come to Alton's Garage, Ltd., 105-7 Longbridge Rd., Barking. Tel. Ripples 1285. [0464/R]

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE HOUSE, Piccadilly, W.1. (Grosvenor 2267.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 771).

HOUSLOW (Houslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Ovaliver 4141).

HENLYS Ltd., England's Leading Motor Agents.

ACRES offer:—

1951 (late) Jaguar Mark VII saloon, finished in silver grey with leather upholstery to match, many extras, including heater and radio, speedometer reading 16,000 miles, undoubtedly genuine; this magnificent vehicle has been carefully used and maintained and is indistinguishable from brand new; first £1,495 secure.

1951 Jaguar XK120 roadster, finished in black, red leather upholstery, hosts of extras, including heater and radio, speedometer reading 16,000 miles, undoubtedly genuine, recently fully modified by makers; first £1,150 secure.

1950 Jaguar Mark V saloon, finished in ivory with grey leather upholstery, heater and radio, low mileage carefully used and maintained, must be seen and driven to be appreciated; first £975 secure.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade Clapham Park Rd., S.W.4. Tel. Maresfield 2211-2. [C1002]

CAR MART, Ltd.,

1950 Jaguar Mark V 3½-litre saloon, heater, guaranteed; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059]

HENLYS Ltd. offer:—

1952 XK120, red with biscuit and red upholstery, one owner, never raced, this car is in immaculate condition and has been serviced since new by our Jaguar service station, usual guarantee and 7 days' free trial; h.p. available; full list by return post.—Euston 4444. [6919]

NEWNHAMS, Ltd.,

1950 (Dec.) 3½-litre Jaguar saloon, grey, heater, radio, 12,000 miles, one owner; £975.

NEWNHAM House, 235-7-9, Hamersmith Rd., London, W.6. Riverside 4646. [C524]

JACK ROSE, Ltd., offer

1951 model Mark V Jaguar 3½-litre, in black, red hide upholstery, almost unmarked inside and out, one owner mileage believed a genuine 8,000, open to any examination; accept £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Tel. Wallington 6677-8. [C526]

ROSE & YOUNG, Ltd.,

1952 Jaguar Mark VIII saloon, 6,000 miles only, H.M.V. radio, whole car as new, grey; £1,595.

1951 XK120, 700 miles only, not yet run in, unmarked throughout, black; £1,525.

1951 Jaguar Mark V saloon, 8,000 miles, believed genuine, H.M.V. radio, an immaculate car; £985.

1950 Jaguar Mark V saloon, 12,000 miles, H.M.V. radio, unmarked throughout; ask £895.

1949 Jaguar Mark V saloon, 14,000 miles only, fitted Motorola radio, immaculate, metallic silver with red leather; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5067]

JAGUAR

JAGUAR

Jaguar Cars Wanted

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JENSEN

SPECIAL Ford Jensen sports 4-seater, reconditioned engine and gear box, new battery, new hood, and all over tonneau cover with zip fastener, reconditioned mid-blue, fantastic performance with sleek lines. £250.
METCALFE & MUNDY 280, Old Brompton Rd., S.W.5, Frenchie 5471. (C3064)

JOWETT

H BENTLEY & PARTNERS, Ltd., offer:—
1951 model Javelin saloon de luxe, turquoise blue, fitted Marchal headlamps. £675.
6 months same as maker's guarantee.
9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

NEWHAMS, Ltd.
1952 Jowett Javelin saloon, green, 700 miles only; £675.
NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3034)

JACK ROSE, Ltd., offer:—
1951 Javelin saloon, almost as brand new inside and out, one careful owner; accept £685.—
Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Tel. Wallington 6677-8. (C3056)

CLARKE'S OF PIRBRIGHT.
DISTRIBUTORS. Day and night service in Guildford, Woking and Aldershot areas.
GUARANTEED used Jowett products:—

1952 Javelin de luxe saloon; £795.
1951 Javelin de luxe saloon, 10,000 miles; £725.
1949 Javelin saloon, heater, radio, covers; £575.
NEW Javelins from stock.

NEW Bradford vans from stock.
CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.
BROOKWOOD 2201-2. (0522/R)

B J. HUNTER, Ltd., offer:—
1951 Jowett Javelin de luxe saloon, one owner, numerous extras; £695.
B J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

1950 Jowett Javelin 4-door saloon de luxe; £645.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. (7253)

1950 Jowett Javelin de luxe, black, immaculate, special modifications; also
1951 Jowett Javelin, green.—**Anthony Crook, Caterham 2232-3.** (C1063)

1952 Javelin de luxe saloon, one owner, fitted radio and heater, immaculate; £825.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4053/1)

1951 model Jowett Javelin de luxe saloon, finished in maroon, in excellent condition, one owner; £755.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 3466. (3265)

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales, factory-trained mechanics.
GODFREYS, Ltd., 228-234, London Rd., Croydon, Cro. 3641-2. (C4063/R)

1949 Javelin saloon, fitted heater, unmarked, serviced by ourselves; £525.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

JOWETT and Javelin main agents, spares and specialised service.—**Colliver-Fisher, Ltd.**, Northwood, Middx., Tel. 777 (4 lines). (0422/R)

1952 model Javelin saloon, black and beige, heater, guaranteed 13,000 miles, spare unused; £675.—**Woking Motors (Maybury Hill), Ltd.**, Woking 1928. (C4057)

1952 Jowett Jupiter convertible, new and unregistered, cream and red, latest type; £929.—**A. & R. Thomas, Central Garage, Kempston, Bedford.** Tel. Kempston 2207. (7203)

1952 Javelin de luxe saloon, 6,000 miles, gunmetal with red leather heater, absolutely unmarked; £775; terms, exchanges.—**Bradstock Motors, Chase Rd., Epsom.** (C3154)

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—**Eden Park Garage**, 405, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. (0502/R)

1952 Javelin saloon, beige, red upholstery, one owner, under 1,000 miles; £845; also prompt delivery new Javelin and Bradford.—**Jowett Sales, 160, Golders Green Rd., N.W.11.** Speedwell 0015. (C4004)

225 gas.—**Jowett 1939 10hp 4-cylinder saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.**—**Rowland Smith, Hampstead (Hampstead Tube).** Hampstead 6041. (C4016)

1948 Jowett saloon, specially prepared for fastidious owner, special engine recently fitted with polished cylinder heads, modified gear box and suspension, perforated disc wheels, radio; this car represents a unique opportunity for those desirous of acquiring something different and is remarkable value at £595.
H W MOTORS, Ltd. Walton-on-Thames 2404/5/6. (C2042)

Jowett Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Jowett cars.—
330, Euston Rd., N.W.1. Euston 1212. (0574/R)

ROWLAND SMITH'S.
ROWLAND SMITH'S the Jowett buyers.—**Hampstead High St. (Hampstead Tube).** Ham. 6041. (0954/R)

JUPITER wanted for cash.—**Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424.** (W3045)

Jowett Spares and Service
MILETONS (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.
ARGENT stock spares in Southern England, immediate despatch, trade or private.—**Tel. Erith 2469/2469.** 308 Erith Rd., Bexleyheath. (0571/R)

KINGSTON-ON-THAMES.—**Distributors** for Jowett, comprehensive spares and service facilities; trade requirements catered for.
G. W. WILKIN, Ltd., 64, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. (84053/R)

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency, unsurpassed service, spares and replacement units.
NORTHWOOD, Middx. Tel. 777 (4 lines). (0000/R)

BIRMINGHAM main agents; large stocks of spares.—
Frank Mosley (A. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. (0549)

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—**Bonnerfield Lane, Harrow.** Tel. 6225-6. (0075/R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—**The Jowett specialists** and area agents; over 28 years' Jowett experience; spares and service (0759/R)

LAGONDA

HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6643 (5 lines). (C3047/R)

GUY SALMON AUTOMOBILES offer:—
LAGONDA and Aston Martin agents.
1952 (September) Lagonda 2.6 coupe, 500 miles;—
Portsmouth Rd., Thames Ditton, Esher 5551-2-3. (C4001)

RAYMOND WAY, Seven Kings Branch.
1935 Lagonda 3½-litre 4-door, pillarless saloon, grey with red hide upholstery, fitted post horns, etc.; whole car in super condition throughout; 21900.
RAYMOND WAY the Hire Purchase Specialists.

RAYMOND WAY MOTORS, Ltd., 773, High Rd., Seven Kings, Essex. Seven Kings 4066. (7421)

BROOKLANDS. Lagonda distributors, latest models.
1952 Lagonda 2.6-litre coupe, mileage 6,000.
1951 Lagonda 2.6-litre coupe, many extras.
1951 Lagonda 2.6-litre saloon, mileage 10,000.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

LAGONDA 1933 16/90 black saloon, good condition throughout; £130.—**Box 4741.** (7211)

LAGONDA 3½-litre sports saloon, black, red upholstery, very fast, in excellent condition; £295.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5, Frenchie 5471. (C3064)

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), series 4½-litre 4-seater sports tourer, a fine car, in immaculate condition throughout, 4½-litre L.G.45 4-seater tourer, complete engine and chassis overhaul in progress.
1940 V12 Rapide coupe, one owner, completely overhauled, sanction 11 engine.
FURTHER particulars of these and other models now in course of preparation.
WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhaul.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Tel. Staines 4211-2-3-4-5, or (private) Popeye 3394. (C1080)

PERFORMANCE CARS, good selection, always available; written guarantee.—**See under "Sports Cars"** (C3041/R)

1952 Lagonda drop head 3½, 7,000 miles, as new.—
Anthony Crook. Tel. Caterham 2232/3. (C1063)

TANKARD & SMITH, Ltd., offer 1949 Lagonda 2½-litre saloon, black with beige leather, one owner, nominal mileage, heater and radio, specimen car; £1,250; 3 months written guarantee; also 200 guaranteed used cars of all makes.—**194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4001-2-3.** (C4026)

Lagonda Cars Wanted

PERFORMANCE CARS, urgently require Lagonda's.—
Great West Rd., Brentford, Middlesex. Ealing 8841; or—
107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

ROWLAND SMITH'S the Lagonda buyers.—**Hampstead High St. (Hampstead Tube).** Ham. 6041. (0946/R)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.
London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. (181080)

LANCHESTER

GATEHOUSE MOTORS offer:—
1938 Lanchester Roadrider 14hp sports saloon, black, in excellent condition; £245.—**Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 3434.** (C2021)

CHARLES FOLLETT, Ltd., offer:—
546 miles only, Lanchester 14 saloon, beige, owner forced to sell, in brand new condition, 2 months old, offered at £100 under list; £1,435.
18, Berkeley St., W.1. Mayfair 6268

OFFICIAL Les-Francis Service Station, Barnsdale Yard, off E. 1st Ave., W.9. Cunningham 5952. (C2010)

STRATSTONE, Ltd., Lanchester Distributors.
LANCHESTER 14hp saloon (1952), grey with red leather, 4,000 miles, as new; £1,250. (1956), black with blue leather, 30,000 miles only, original condition; £575.
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4304). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). (C4032)

1951 Lanchester 11hp saloon, 9,000 miles, radio; £955.
GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (C2023)

1948 Lanchester 10 saloon, blue, one owner, superb throughout; £590.—**Campbell Symonds, Arnold 2246.** (C1037)

LANCHESTER 1932-3, 18hp, dismantling, all parts available, call week-end.—**252, Benham Hill, London Rd., Newbury, Berks.** (7375)

1935 Lanchester 12 saloon, recent overhaul; £160.—**Smith & Hunter, Ltd.**, 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1951 Lanchester 10, mileage 12,000, regularly serviced by Lanchester agents, showroom condition, probably best kept "Ten" now on road, for sale owing death of owner, £395, taxed year.—**Eastern, 11, Crest Rd., S. Croydon.** (7323)

175 gas.—**Lanchester 14 1937** Roadrider de luxe saloon, black, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Hampstead Tube).** Hampstead 6041. (C3018)

LANCHESTER 14, current 1951/2 type, registered October 1951, saloon in dark green with green leather upholstery, de luxe finish, timber cappings, etc., fitted with Tygan loose co-ax. R.M.V. radio and other extras, spare wheel and tools unused, best offer over £1,190.—**Walker & Ward, Ltd.**, Daimler Lanchester Distributors, Cheltenham 2814 and 2816. (6624)

Lanchester Cars Wanted

ROWLAND SMITH'S the Lanchester buyers.—**Hampstead High St. (Hampstead Tube).** Ham. 6041. (0947/R)

LANCHESTER 10hp 1951 wanted, really first-class condition essential, private advertiser.—**Particulars to Box 4594.** (6661)

H. F. EDWARDS urgently require good Lanchester for immediate cash; distance no object.—**Details please to 28, Upper High St., Epsom 9400.** (W2001)

Lanchester Spares and Service

PRESELECTION gear boxes.—**H. & A. Engineering, 35, Grant Rd. Addiscombe 2531.** (0416)

ARCOT ENGINEERING, Ltd.—**Preselerator** gear boxes, exchanges and repairs.—**169 Fulham Rd., S.W.14. Kensington 7201.** (0437/R)

CROYDON.—**Donald Vince & Co., Ltd.**, Daimler and Lanchester, specialists for sales and service.—**Kidderminster Rd., Croydon 5775.** (0686)

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs etc.—**Tel. Maccusay 6253-4 and 4199.** (0942/R)

LANCIA

DICKS.
1938 Lancia Aprilia saloon, genuine 35mpg, fast and attractive; £395.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6889-9. (C1072)

JOHN B. TRUSCOTT, Ltd., usually have the best examples, also many other makes, exchanges, deferred terms.—**173, Westbourne Grove, W.11. Bay. 4274.** (C4035)

1939 Lancia Aprilia with unique drop head coachwork by Pinin Farina, grey with red hide upholstery, exceptionally clean throughout, good tyres, a superb example of this famous marque; A.A. or R.A.C. inspection welcomed; 3 months guarantee; £595.—**Trinity Cars, Ltd.**, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

Lancia Cars Wanted

REQUIRED immediately, good Lancia.—**J. Edwards, Amenbury Lane, Harpenden, Herts.** Tel. 116. (W2000)

PERFORMANCE CARS, urgently require Lancia's.—
Great West Rd., Brentford, Middlesex. Ealing 8841; or—
107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

JOHN B. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—**173, Westbourne Grove, W.11. Bayswater 4274.** (W4055)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancia Cars Wanted
KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias—41-42, Hays Mews, Berkeley Rd., W.1. Gros. 2265 (0508/R)

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alpertown, Wembley. (Perivale 5656.) (0520/R)

LA SALLE
L A SALLE coupe in magnificent condition, most modern appearance, finished in dark green; £250 o.n.o.—Apply Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C5026)

LEA-FRANCIS
B. J. HUNTER, Ltd., offer:—
1947 Lea-Francis 14hp saloon, fitted radio, heater; £495.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

TOM GARNER, Ltd., offer:—
1951 Lea-Francis 14hp 4-light saloon, green with green upholstery, heater, 18,000 miles; £800 under list price.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Brooklands 9265-6-7. (C2020)

BROOKLANDS—Individuality, new and used cars.
1948 Lea-Francis 14hp sports 2-str.
103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

1950 model Lea-Francis 1800 export model, right-hand steering, finished in black; £1,075.
BREW BROTHERS, Ltd., 155, Old Brompton Rd., S.W.7, Kensington 2468. (0607)

1947 model 14hp Lea-Francis 4-door saloon, fitted radio and heater; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

NAVILOR & ROOT—1948 Lea-Francis 14 saloon, black/brown hide (reg. Sept. '48), immaculate throughout; £595; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C5022)

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis London & Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a three months' written guarantee:—
1951 Lea-Francis 18hp streamlined saloon, metallic blue, radio, heater, low mileage, one owner, miles, carefully maintained, this fast and attractive car offered at £1,450.
1951 Lea-Francis 2½-litre 2½-seater sports, gun-metal, one owner, 14,000 miles, coupe type hood, wind-up windows, 100mph performance; value at £995.
1950 Lea-Francis 14hp saloon, black, beige leather, one owner, in excellent condition; guaranteed; £845.
1949 (Aug.) Lea-Francis 6-light streamlined saloon, black, radio and heater, one owner; £950.
18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale
 Yard, off Elgin Ave., W.9, Cunningham 5956. (C2010)

1950 (Apr.) 18hp Lea-Francis sports 2-seater, black/red leather, low mileage, one owner, wind-up windows and coupe type body, splendid condition and star performance; £1,065 below list price, £865.
J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester 2. Tel. Deansgate 4795-6. (0549)

Lea-Francis Cars Wanted
ENTHUSIAST requires immaculate 1947/8 Lea-Francis 14hp sports for cash; no dealers; details—Box 4841. (7276)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:
BARNSDALE Yard, off Elgin Avenue W.9. Tel. Cunningham 5956-7. (0595/R)

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.
SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (0592/R)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. (0595/R)

LINCOLN
MURRAY KING, Ltd., offer:—
£985—1947 (Feb.) Lincoln right-hand drive 4-door sedan, finished in marine blue with immaculate cloth interior, speedometer reading 32,000 miles only; this is an exceptionally well cared for car which has been regularly serviced and maintained and is in impeccable condition throughout; among the many accessories which are fitted to the car are the following: power-operated windows, press-button door openers, winking trafficators, windscreen washers, 2 fog lamps, extra spotlight and reversing light, electric clock, 3 fitted city lighters, map-reading light, hydraulic jack, rain-lights, twin horns, defrosters and heater, rear wheel spats, massive chrome bumpers front and rear, extra large instrument dial, built-in ashtrays, tyres as new; the amazing simplicity controls and wonderful mechanical condition and performance cannot fail to appeal to the true connoisseur; this is a rare opportunity to acquire a specimen example of a luxury class American car.
MURRAY KING, Ltd., 46, Fittroy St., W.1. Euston 1395 1426. (7447)

LINCOLN
ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9. (0747/R)

MERCEDES
Chilpeated Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

MERCEDES-BENZ
MERCEDES-BENZ (GT, BRITAIN), Ltd., offer:—
1938 type 230 30hp Mercedes-Benz 4-door saloon, right-hand steering, black with grey leather, in immaculate condition throughout.—Victoria 8715. (7108)

1941 (first reg.) Mercedes-Benz Cabriolet, similar to 500K, with 3.8-litre engine, 1/h drive, beautiful condition, finished black and grey with red leather upholstery; £525.—Pantiles Service Garage, London Rd., Guildford 5326. (C5035)

MERCEDES-BENZ Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 3144. (3165)

MERCURY
ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Mercury Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9. (0748/R)

1947 Mercury de luxe sedan, right-hand drive, radio and heater, genuine low mileage, unblemished condition throughout; £625; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom, Tel. Epsom 633. (7354)

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

PC
LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.
M. G. T.C. 2-seater Roadster, 1949, £425; M.G. T.C. 2-seater, 1949, £495; M.G. T.B. 11hp 2-seater, 1939, £325; M.G. T.B. 11hp 2-seater, 1939, £355; M.G. T.A. 10hp Tickford coupe, 1939, £345; M.G. T.A. 10hp 2-seater, 1939, £265; M.G. T.A. 10hp 2-seater, 1937, £245; M.G. V.A. 1½-litre saloon, 1937, £265; M.G. 2-litre 18hp Charlesworth tourer, 1937, £265; M.G. P.H. 9hp 2-seater, 1936, £225; M.O. P.A. 8hp 2-seater, 1935, £175; M.G. Mark II 18/80 sports saloon, 1930, £155; M.O. 12hp coupe 1933, £125; M.G. J.2 8hp 2-seater, 1933, £145; M.G. 12hp tourer, 1932, £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 8841 or 107, New Cavendish St., Great Portland St., W.1. Museum 6221. (C3041)

DICKS.
1938 M.G. T.A. sports 2-seater, most attractive car in cream; £295.
DICKER CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 688-9. (C1072)

CAR MART, Ltd.
1951 M.G. T.D. 2-seater, 3,000 miles; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

CHARLES FOLLETT, Ltd., offer:—
1950 M.G. T.D. 2-seater, green, specially tuned at cost of £120, luggage carrier, 2 spares, a carefully kept car with increased performance, guaranteed; £595.
18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale
 Yard, off Elgin Ave., W.9, Cunningham 5956. (C2010)

RAYMOND WAY, M.G.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the Hire-purchase Specialists.

1947 M.G. T.C. sports Roadster, immaculate beige leather upholstery, new engine fitted 1952; £995.

HIRE-PURCHASE terms on the spot with no reference, no formalities or guarantor; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.
 Maida Way 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 30 yards). (C4047)

B. J. HUNTER, Ltd., offer:—
1949 M.G. T.C. sports 2-seater, £90 worth of extras fitted; £525.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

CHARLES RICKARDS, Ltd., offer:—
1952 (Jan.) M.G. TD 2-seater, one owner, mileage 5,700 various extras, in faultless condition throughout; £675.
ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.
56 Tube Stn., 5 min. from Marble Arch, Pad 1820. (C5050)

JACK ROSE, Ltd., M.G. agents, offer:—
1951 M.G. saloon, a beautiful car in black, one owner, 13,000 miles; £755.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey Tel. Wallington 6677-8. (C3056)

PARADE MOTORS (MITCHAM) offer:—
1949 M.G. T.C., fitted cycle-type mudguards, bucket seats, also low-pressure supercharger, beautiful condition throughout; £399.
1938 M.G. T.A., British Racing green, new hood and side screens, reconditioned engine; £285.
1935 M.G. P.A. 9-seater, in outstanding condition; £199.
1935 M.G. Magnette, special 2-seater body with full road equipment, bills for over £150; £125.
1933 M.G. Magnette, chassis completely roadworthy with bonnet bulkhead and seats; £39.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. (C3036)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1951 M.G. 1½-litre saloon, 14,000 miles; £750.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)

BROOKLANDS—Individuality, new and used cars.
1952 M.G. T.D. sports 2-str., supercharged, many extras, 7,000 miles.
103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—
1951 (November) M.G. T.D. model, green, beige, as new; £650.
MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 5656 and 5658. (C1008)

Chilpeated Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

1951 M.G. 1½-litre saloon, black, green upholstery, 12,000 miles, one owner.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fitzham 8181). (C4046)

1949 M.G. T.C. 2-seater, black, 12,000, one owner; choice two from £525.—Below.
1947 M.G. T.C. 2-seater in excellent condition, small mileage; £395.
RIPCO, Ltd. (M.G.s Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. (C9052)

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston Tel. Kin 3548. (1022 R)

1946 M.G. 2-seater, also 1936 similar, both excellent.—Autowork, Ltd., Winchester, Tel. 4854. (71010)

M.G. Type S.A. fourseater coupe, 1957 (May), recently overhauled; £150 o.n.o.—Moore, 5, Murray Mews, N.W.1. Goul. 6989. (14055)

1951 T.D. faultless and unmarked; £625.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C9445)

1950 M.G. T.D. 2-seater, black, spare unused, condition as new; £575.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. (C3040)

1940 VA 1½-litre tourer grey, just resprayed, new hood and a/screens, excellent running order, many extras; £375.—Tel. Cie. 4601. (7342)

425 ans.—M.G. Midget (December, 1949), 11hp T.C. 2-seater, metallic blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

375 ans.—M.G. Midget, late 1946 11hp T.C. 2-seater, black, fawn leather, many extras, excellent condition; choice of 6 T.C.s; terms, exchanges.—Rowland Smith, below.

295 ans.—M.G. 1939 2.6-litre sports saloon, black, sliding head, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

89 ans.—M.G. Midget, 1951 (reg. 1932) 8hp 2-seater, rear tank, remote gear change; terms, exchanges; list: open 7 week-days Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

NAVILOR & ROOT—1951 M.G. 1½ saloon, maroon, radio, low mileage; £695; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C922)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1939 M.G. 2.6-litre, nearly perfect condition, 5 yearly new tyres, at bargain price of £275.—Scott Cars 547, Finchley Rd., N.W.3. Ham. 2100/8678. (C4016)

1951 M.O. 1½ saloon, black, radio, one owner, nominal mileage, absolutely faultless throughout; £245.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tel. 4488. (C5016)

£400—Sept. 1947, T.O. M.G., black, silver wheels, leather upholstery, carefully used, extras include Masteradio, Fram filter, Trico screen washer, etc.—Box 4637. (C7280)

£185—M.O. 1936 P.A. engine excellent, new 1000m crankshaft, main, big-end new carburetors, new tyres, taxed.—Byron 5575, or Cranleigh (Surrey) 472. (C7365)

1939 series M.G. 2-litre sports saloon, finished in maroon, in good condition, engine recently reconditioned.—Will Short, Ltd., 2-4, St. Cross Rd., Winchester. Tel. Wia. 2596. (C7382)

M.G. 1½-litre (March, 1951) black saloon, trimmed in maroon and walnut, 10,700 miles, one owner, chassis and body perfect condition, tyres excellent, 1 unused, heater, Notch, covers; £700.—26, Blenheim Rd., St. Albans. Tel. 4403. (C7072)

£425—M.O. T.C. sports 2-str. 11hp, 1947, magnificent cond., original throughout, lavishly equipped, dual horns, dual spots, mirrors, luggage grid, maintained regardless cost, v.s. tyres; also d.h. coupe; many others, exchanges, h.p. BIRMINGHAM, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

1946 T.O. 2-seater, 4,000 miles since new engine installed by makers, Masteradio, Mellotones, aerosecure, plated luggage grid, host of special fittings, two owners, spotless; £375.—Speedsters, Ltd., "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. (C4020)

M.G. Cars Wanted

C M THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. (0956/R)

ROWLAND SMITH'S, the M.G. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0948/R)

PERFORMANCE CARS, urgently require M.G.'s.—Great West Rd., Brentford, Middlesex. Ealing 9841; or 107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

WANTED, privately owned 1947/50 M.O. 1½ saloon, "Chescombe," Cam. Glos. Dursley 2486, evenings. (C7324)

URGENTLY required, 1947-51 M.O. 1½ saloons.—Gibson's Sports Cars (Kichurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C1286)

H. P. EDWARDS urgently require good M.O. for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. (W2001)

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.O.; telephone or write for buyers to call.—Mayfair Garage, Ltd., Balclutha Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104-5. (0936/R)

M.G. Spares and Service

W. JACOBS & SON, M.G. specialists in spares and repairs for all models of M.G. cars. South Wood St., E.18. Waltham 060. (C5096)

TOTULIN MOTORS, Ltd., G. specialists, Staines Rd., Hounslow. See displayed advertisement page 14. (0459/R)

PERFORMANCE CARS—M.O. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 9841. (0950/R)

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7 Hertford St., London, W.1. Gro. 4141. (0505/R)

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rockers, bushes, shafts, etc. replacement camshafts, rockers, dynamo, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5013. (0435/R)

MORGAN

RAYMOND WAY, RAYMOND WAY OF KILBURN, RAYMOND WAY, the Hire-Purchase Specialists.

1950 model Morgan 4/4 drop head coupe, exceptionally well maintained from new, unused 12 months low mileage, one owner only, an excellent example of this very popular make; 469gns. HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C6047)

465 gns.—Morgan 4/4 1949 10hp drop head coupe, blue/black leather, two spare wheels, one careful owner, 13,250 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Morgan 4/4 late 1949 10hp sports 2-seater, blue/black leather, good tyres, two unused spares, carefully used, exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C6018)

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0948/R)

SLOCUMBER, Ltd., The Morgan People. WE urgently require to purchase all models Morgan cars. WRITE, call or phone.

38 52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4069. (W4017)

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (0514/R)

MORGANS—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. (0729/R)

MORRIS MINOR

CAR MART, Ltd. **1952** Morris Minor 2-door tourer, B.M.T.A. Con., 10,000 miles; £555.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

SIMPSON'S (EDWARE), MORRIS MINOR tourer, 1951, excellent condition, fitted heater; £445. SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware, Tel. 5866 and 7070. (C4014)

B. J. HUNTER, Ltd., offer: **1949** Morris Minor saloon, most carefully used. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

DAENHAM MOTORS, Ltd., offer the following car: **1952** (B.M.T.A. Con.) Morris Minor saloon, 2,500; £575. Park Lane, W.1. Regent 4066; 374, Ealing Rd., Alerton, Middx., Perivale 3598; and 8 & 12, Bangley Rd., Catford, S.E.6. Hither Green 4821. (C1066)

1951 Morris Minor tourer, black with beige leather; £550. H. A. SAUNDERS, Ltd., Austin House, Worcester. Tel. Worcester 2568. (C4005)

1949 Morris Minor tourer, one owner, excellent condition; what offers? THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. (C2011)

1952 Morris Minor grey, maroon, 6,000 miles, in excellent condition, B.M.T.A. consent.—Below **1951** Morris Minor tourer black, 8,000 miles, one owner. EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051), and 12, Chelsea Manor St., S.W.3 (Plaxman 8181). (C4046)

1952 (October) Morris Minor saloon, 400 miles, £595.—Mansfield Autos, Ltd., Euston 2587. (C5001)

1952 Morris Minor 4-door de luxe saloon, low mileage, spotless; £625.—Cyril Sheppard of Beading 2346. (W475)

£65 11—1935 Morris Saloon, nice little runner, taxed quarter, Northern Motors of Harrow 186-194, Pinner Rd., Harrow 4444. (C3025)

1950 Morris Minor 4-seater tourer, black/beige, speed, reading 17,000 miles, exceptional condition throughout; £475. ELLIOT MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). (C3005)

465 gns.—Morris Minor 1949 (registered 1950) saloon, black one owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Morris Minor (December, 1949) tourer, Roman green, fawn upholstery, carefully used, excellent condition; choice of 4 Minors; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

1949 (December) Morris Minor tourer, black, one owner, brand new engine just fitted; £400.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3065. (C1076)

1949 Morris Minor, very clean, full particulars on application.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. (C262)

1951 (May) Morris Minor saloon, 6,000 miles, loose covers fitted, immaculate; £525.—81, Garratt Lane, Wandsworth, S.W.18, Battersea 5770. (C7391)

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner; £495.—59 Colgate Crescent, Hamstead, N.W.5 (Grove Cottage Tube). Pri 5014. (C4006)

NAYLOR & ROOT—1949/50 Morris Minor 4-seater, maroon/beige, low mileage, very attractive, £395; six months' guarantee; 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C5022)

£495—Morris Minor, Oct. 1950, new look model, magnificent condition, one owner, small mileage, fawn, interior to match, tyres as new, unusual opportunity; choice 3 others; exchanges, h.p. BIRMINGHAM, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

PRIDE & CLARKE, Ltd.—1951 Morris Minor tourer, black/beige leather, low mileage, £495; 1950 Minor saloon, black/beige leather, 15,000 miles, £499; 1949 Minor saloons in green or maroon, low mileage, two at £429; 3 months guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. (C7286)

Morris Minor Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. (0916/R)

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0948/R)

1950/52 Minor saloon wanted, as new.—Adams 75532, 685, Durham Rd., Gateshead-on-Tyne. Tel. 1624.

TURF MOTORS OF FRIZINGHALL, Bradford, and always buy Morris Minor saloons from private owners.—Write details or tel. Bradford 41337. (0647)

MORRIS EIGHT

RAYMOND WAY, RAYMOND WAY OF KILBURN, RAYMOND WAY, the Hire-purchase Specialists.

1937 Morris 8 saloon, in really exceptional condition throughout, original red and black coachwork, one owner only from new, reconditioned engine fitted 1952; 169gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C6047)

GLANFIELD LAWRENCE offer **1948** Morris 4-door saloon, black/brown, one owner, 21,000 miles only, superb throughout; £395.—407 High Rd., N.12. Finchley 0391. (C2053)

1939 series E Morris 4 tourer, exceptional car; £225.—Arnold 4804. (C3060)

1946 (Nov.) Morris 8 2-door saloon, sliding roof, in excellent condition throughout; £285. COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. (C1054)

1939 Morris 8 de luxe saloon, excellent; £245; 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1947 Morris 8, sliding head, black, very clean, one owner; £345.—Cranmore, Tel. 3040 Potters Bar. (C1062)

£125—1937 Morris 8 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1004)

£225—1939 Morris 8 Series E de luxe saloon, terms, exchanges.—C.A.P. Motors, 150, Clapham Rd., Reigate 2895-6. (C1039)

1947 Morris 8 4-door saloon, original owner, very carefully maintained, £325; terms, exchanges.—H. Rose, The Larch Garage, Uxbridge 122. (C3055)

1947 Morris 8 saloon, second engine, black, brown leather, 6 months' warranty, £315.—Harcourt Ladbroke 1155. (C3027)

1938 Morris 8, maroon, above average condition, £185.—M.B. Motors, 538, New Cross Rd., London, S.E.4. Tideway 5779. (C3010)

1946 Morris 8 Series E, thoroughly sound; £310.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 3312. (C4013)

1947 Morris 8 3-door saloon de luxe, black/brown, 24,000 miles, one owner, £335.—Dunsons, Ltd., Morris Agents, Staines 801. (C1074)

1948 Morris 8 4-dr. sl., black/brown, 19,000 miles, as new.—Tickford, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. (C4023)

295 gns.—Morris 8 1946 de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

1951—Morris 8 1939 de luxe saloon, blue, sliding head, leather upholstery, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Morris 8 1937 de luxe saloon, sliding head, green leather, good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Morris 8 1935 (registered 1936) de luxe 2-door saloon black, sliding head, maroon leather; terms, exchanges.—Rowland Smith, below.

95 gns.—Morris 8 1935 tourer, green, good condition; choice of 15 Morris 8s, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith Hamstead (Hamstead Tube), Hamstead 6041. (C4011)

1946 (Sept.) Morris 8 2-door saloon, fitted d.s.c., etc., excellent condition throughout, £375.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. R. ver side 0677-8. (C2045)

1948 Morris 8 4-door saloon for reversing, amps. 1948 demister fitted, sprayed Underseal, regularly serviced, excellent condition, £395 or nearest offer. Tel. Enterprise 1802. (C7219)

1947 (Oct.) Morris 8 2-door saloon, excellent condition, guaranteed; £265; exchange and terms.—Palmer's, 53, York St., Twickenham, Putneygrove 1690/7097. (C5034)

ARCHIE SIMONS & Co. Ltd.—1951 Morris 8 tourer, colour black, 5,000 miles only, one owner, the whole car almost as new; £445.—94, Gt. Portland St., W.1. Lan. 1545. (C4013)

1947 Morris 8 saloon, immaculate condition, finished in black with brown leather; £585.—Seymour & Clements Ltd., 28, Watford Way, Hendon Central, N.W.4. Hendon 2166. (C3007)

£395—1947 Morris 8 2-door saloon, black with brown leather, 21,000 miles, kept in new condition; terms, exchanges.—G. R. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2051)

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0948/R)

1939 Series E saloon, London or near, good condition, around £160 offered.—Box 4896. (7554)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

REQUIRED Immediately, good Morris 8.—O. Edwards, Anenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

1939 Morris 8 touring, body condition immaculate. —Harrison, White House, Farmington, Kent. 17549

MORRIS TEN
1939 Morris 10, immaculate condition throughout. —3555

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. (C3005)

£210—1939 Morris 10 saloon, reconditioned engine, very sound car. —Autonips, 5, Balham High Rd., Balham 1509. (C1009)

1946 Morris 10 saloon, black/brown, A.A. report recently, very good condition. £500. —John Trigg, Ltd. Reher 1234. (C4083)

£130—£50 deposit; 1936 Morris 10 de luxe saloon, recent recon engine. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

WALTER SCOTT, Ltd.—1946 Morris 10, black, exceptional condition. £245—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage). Fri. 5914. (C4006)

1935 Morris 10 4 de luxe saloon, black with brown leather interior, bodywork well above average, mechanically very good throughout; new piston rings now being fitted. £145.

TIMMS MOTORS, Collette Rd., Upper Richmond Rd. & W.15. Tel. Putney 3593. (C4030)

1948 Morris 10, outstanding vehicle; £395. —Smith & Hunter, Ltd., 378, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1946 Morris 10 saloon, black, recent new engine and general overhaul, unmarked paintwork and interior. £350. —Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 633. (C7336)

225 gns.—Morris 10 (late 1938) Series III de luxe saloon, black, sliding head, brown leather, excellent condition, terms, exchange, list, open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

£250—Specially conditioned M Morris 10 de luxe saloon, one owner (engineer) since new (1939, Aug.), stored var, mileage 50,000, recently renewed: engine, clutches, brakes, steering, battery, tyres, mats like new, interior excellent, original cellulose (black); handbook, tools and original works delivery note supplied; similar to post-war, taxed. —Box 4889. (C7404)

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Morris buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. (0977/R)

MORRIS TWELVE

1938 Morris 12 saloon de luxe, very much above average condition; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6880-9. (C1072)

225 gns.—Morris 12 1938 Series III de luxe saloon, black, sliding head, brown leather, excellent condition; terms, exchange, list, open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. (0478/R)

MORRIS FOURTEEN

1938 Morris 14 saloon, black/brown leather, excellent condition. —Wood Yates, 6195. (C2025)

G & R GARAGE, Ltd., 53, Victoria Rd., Surbiton, Elmbridge 6755. (C2025)

MORRIS OXFORD

B. J. HUNTER, Ltd., offer:—

1950 Morris Oxford saloon, one engineer owner, as new. £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

CHARLES POLLETT, Ltd., offer:—

£710—Morris Oxford 1951 (Nov.) saloon, blue, 15,000 miles, extras include H.M. radio, heater, loose covers, linemats and fog lamp; this car has had one enthusiastic owner only and is in beautiful condition. —Berkeley St., W.1. Mayfair 6268.

18—Berkeley St., W.1. Mayfair 6268.

OFFICIAL Lea-Francis Service Station; Barnsdale

Yard, off Egin Ave., W.9, Cunningham 5805. (C2010)

BLUE STAR GARAGES, Ltd., offer:—

1950 Morris Oxford saloon, black, reconditioned as new, choice of 6 all guaranteed, £555—63, Fortune Green Rd., West Hampstead, N.W.3. (C4031)

BURGE & INGLIS (MOTORS), Ltd., Willesden 4869.

NEW, unregistered Oxford available, black, radio; no part exchanges welcomed; hire purchase with pleasure. —39, 52, Dudden Hill Lane, N.W.10. (C4017)

1951 Morris Oxford, indistinguishable from new throughout. 495 gns. —Gerrard 6678/9. (C7445)

1949 Morris Oxford, immaculate order; £500. —Brookside Motors, 102, High Rd., Uxbridge, Tel. 184. 10 a.m. to 7 p.m. (C1030)

1952 (July) Morris Oxford, one private owner, 12,000 miles, extra 4000 indistinguishable from brand new. £700 no offer. —Fodor 5464. (C2597)

1949 (Nov.) Morris Oxford saloon, black/brown, 7,000 miles only. —Gerry Brownie Motors, 55-57, South Edwards Square, London, W.2 Western 4351. Trade only. (C1031)

MORRIS OXFORD
1950 Morris Oxford saloon, one owner, in first-class condition throughout. £555. —L. F. Brown, Ltd., Guildford Rd., Woking, Tel. 1222. (C1074)

1951 (Apr.) Morris Oxford saloon, black, brown leather (latest type Dunlopillo upholstery), heater, 12,000 miles, as new; £645.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1952 Morris Oxford sal., black with red upholstery, radio and heater, 4,000 miles; £775. —Jack Olding & Co., Ltd., Audley House, North Audley St., London, W.1. Mayfair 5242. (C2030)

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, whole car absolutely unmarked; £650—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. (C4025)

1951 (April) Morris Oxford, latest type, Dunlopillo upholstery, black, brown leather, heater, small mileage, one owner; £565; terms. —Hookwood Garage, Helgate Rd., Horley 917, Surrey. (C6979)

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, genuine 8,000 miles, immaculate; £650; 3 months written guarantee; also 200 guaranteed used cars of all makes. 194-198, Kings Rd., Chelsea, S.W.3. Tel. man 4801-2-3. (C4026)

Morris Oxford Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Oxford cars. —150, Park Lane, W.1. Grosvenor 3454. (0717/R)

ROWLAND SMITH'S, the Morris buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. (0884/R)

URGENTLY wanted from original private owner, late model Morris Oxford saloon. —Wickox (Slough) Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21429. (W4052)

MORRIS SIX

1950 Morris Six one owner, 21,000 miles; £490—

5, Bull Lane, Lewes. Lewes 212. (7351)

1950 Morris Six, one owner, as new; £525. —A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

MORRIS SIX, 1950, 35,000 miles, good tyres and bodywork, nice running condition; £465. —Hastrell, Skelmanthorpe, Huddersfield. (6995)

Morris Six Cars Wanted

THE CAR MART, Ltd., to wish purchase Morris Six cars. —150, Park Lane, W.1. Grosvenor 3454. (0875/R)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. (0979/R)

STOCOMBE'S, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Morris cars. —58/52, Dudden Hill Lane, N.W.10. (W4017)

MORRIS wanted. —Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (0824/R)

HATTON'S, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp in condition above average. (0796/R)

Morris Spares and Service

MORRIS. —Genuine spares and specialist repair service immediately available in the West End.

S. W. I. Tel. Mus. 1932. 8574. (0342/R)

FOR Morris service consult Morris specialists. —W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0661). (0471)

OLDSMOBILE

OLDSMOBILE drop head coupe, March, 1938, reconditioned engine, radio and heater; £275.

METCALFE & MUNDY, 280 Old Brompton Rd., S.W.5. Frenantle 5471. (C3064)

DISTRIBUTORS (RAWLENCE), Ltd., Sales, service and spares. —Blindley Heath nr. Linfield, Surrey. Tel. 350-1. (0217/R)

1939 Oldsmobile 29hp saloon de luxe, black, engine overhauled, good tyres, smart car; £348.

—Rogers Garage, Wellesley Ave., Hammersmith, W.6 Riverside 2644-5. (C3054)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties. —Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 6600). Service Workshops and Spare Parts: 7, Penbridge Villas (nr. Westbourne Grove), W.11. (Baywater 6626-7). (0576/R)

Oldsmobile Cars Wanted

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2 Lexington St., W.1. (Gerrard 6600). (0627/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. (W4015/R)

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Linfield, Surrey. Tel. 350-1. Will buy post-war and pre-war models at good prices. (0119/R)

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all makes; comprehensive range of spares; exchange engine and unit service. —1-6 Southampton St., Southampton. Tel. 3266-4944. (0526/R)

95 gns.—Opel Cadet (December, 1937) saloon, black, very good condition; choice of 3 Opels; terms, exchange, list, open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. (0980/R)

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, offer:—

A SELECTION of low-mileage post-war Packard cars; also thoroughly reconditioned pre-war Packards.

L BUILDINGS Great West Rd., Brentford, Middlesex. Ealing 3400. (0282/N)

LATE Packard, r.h.d., 4-door saloon, 22,000 miles, one owner; £1,500. —Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

PACKARD Super 8 saloon, 1937, fitted radio, 2 spot lamps, just been decarbonised and brakes relined, chassis driven, in excellent condition throughout; £350. —Chaudet, 6, Pont St. Mews, Chelsea, S.W.1. Kensington 4228. (6925)

1937 (July) Packard Super 8 limousine, as new, privately owned, 7 forward seats, occasional seats full inside of body, cloth rear, leather front, any price history, left-hand drive, small mileage, exceptionally nice car and in very good condition; price £1,800. —A. J. Walter, Tel. Horley, Surrey, 1420 or 256. (C1055)

1950 Packard 23rd series 8-cylinder saloon, black with red leather upholstery, fitted with over-drive, heater, detector, radio, twin spot lights, winding direction indicators, new tyres all round, maintained by Leonard Williams & Co. since new, who have car's complete history, left-hand drive, small mileage, exceptionally nice car and in very good condition; price £1,800. —A. J. Walter, Tel. Horley, Surrey, 1420 or 256. (C1055)

LIMOUSINE 1940 Super-8 Deluxe Coachwork, partition, 7-forward, black, reasonable mileage, privately owned, 1949-condition throughout. £730. (Tax £12-10-0). —Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2541. (C1036)

PACKARD Cars Wanted

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0282/N)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers. —Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., Packard Specialists, 97, Fulham Rd., S.W.3. Kensington 4858. (0902/R)

ROWLAND SMITH'S, the Packard buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. (0981/R)

PACKARD Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists. —97, Fulham Rd., S.W.3. Kensington 4858. (0903/R)

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0282/N)

PONTIAC

£995—1949 model Pontiac Silver Streak 6-seater lined body styling with down swept tail similar to late 1950 series, single chromed horizontal bar with pronounced air-scoop to frontal grille, push-button door handles and heavy section wrap-around bumper, curved rear windows and windscreen, interior lavishly equipped with nylon loose seat covers, magnificent radio, heater and interior air-conditioner, de-cling and de-misting window, traffic indicators etc. Car has a very luxurious car in most outstanding condition from every angle, performance and general mechanical order can only be fully appreciated by a trial of the car itself; write or phone for further details of this and other post-war "Yanks" listed under American Cars, or call: C. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 3041; open till 7 p.m. (C1035)

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars." —Wembley 8691/3903. (W4015/R)

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. Concessionaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4. (0617/R)

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities. —Tel. Ripley 2361. See "New Car Section." (0629/R)

RACING CARS

COOPER'S GARAGE (SURREY), Ltd., of Surbiton, Tel. Kim. 3548, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. (0621/R)

1951/52 J.P. Vincent 900cc Black Lightning, immaculate condition throughout, ready 1952 season winner many events, flying mile 126.25 mph; £600, or exchange Cooper M.G. or similar. —29, Orlan Drive, Belfast. (C7246)

RAILTON

MAJOR J. F. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Baywater 6753). All models available and wanted. (5778)

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service. —24, North Side, Wandsworth Common, S.W.18. Vandyke 5181. (0493/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0423/R]

WELHAM'S RENAULT SALES AND SERVICE, Burlington Hill Rd., Surbiton, Elmbridge 1873, offer the following Renaults:—

1950 8.5 4-door saloon, many extras; £495.

1949 8.5 4-door saloon, choice of two; £385, £345.

1946 8.5 Utility 4-door; £275.

1939 6.5 de luxe saloon; £225.

1939 12hp saloon, black; £230. [0126/R]

1952 Renault 750, immaculate, 3,000 miles; £560.—King's Autos, 725/7, High Rd., Seven Kings. Tel. Seven Kings 5546. [C2046]

1949 Renault 8, desert sand, one owner, 35,000 miles, works maintained, perfect condition; £325 o.n.o.—Nelson, Northwood 536. [7401]

1951 Renault 750 4-door saloon, owner driver, excellent condition throughout; nearest over £325.—Vickers's Garage, Church St., Ilfracombe 80. [6996]

1951 Renault 748cc de luxe saloon, polychromatic blue with leather upholstery, many extras, cylinder head works modified, nominal mileage, very economical; offers over £350.—Box 4879. [7817]

Renault Cars Wanted

ROWLAND SMITH'S the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0963/R]

WELHAM'S RENAULT SALES & SERVICE, Surbiton, Burlington Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R]

RICHARDS & GARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. [W3045]

Renault Spares and Service

DISMANTLING 1537 Renault 18/4 coupe, all parts, other models.—"Motolympa," Oswestry. [0344/R]

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R]

Renault Spares and Service

DISMANTLING 1537 Renault 18/4 coupe, all parts, other models.—"Motolympa," Oswestry. [0344/R]

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DISMANTLING 1537 Renault 18/4 coupe, all parts, other models.—"Motolympa," Oswestry. [0344/R]

Renault Spares and Service

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RILEY

THE RILEY CENTRE, at 189-195, Pavilion Rd., Sloane Sq., S.W.1. (3 minutes Sloane Sq. Tube.) Sloane 8326. [0423/R]

£315—1937 Kestrel Sprite 1½-litre 6-light saloon, this is the much sought after S.S. series with crossflow head, mechanically superb and immaculate inside and out.

£175—1936 Merlin 5hp, resprayed and fitted new head lining, spot on throughout.

£235—1935 (reg.) Lyons 5hp 4-seater sports, recent mechanical rebuild, very pretty and desirable car.

£135—1935 Monaco 5hp saloon, recent engine overhaul by Laystalls, really smart and very nippy.

£195—1935 Gamecock 2-seater sports, recently rebuilt throughout, a little beauty in every way.

GOOD Rileys always in stock from £55 and always wanted to purchase. [7455]

1936 Riley 1½ saloon, excellent condition throughout, enthusiast maintained, recently overhauled, urgent sale; offers.—6, Oaklands Ave., Oxhey, Herts. [7305]

£265—Riley 1½-litre Adelphi saloon, 1937, immaculate in every respect, black, red leather upholstery, sliding roof, terms, exchange, written guarantee. C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1058]

£444—1937 Riley 1½-litre, prototype of post-war chassis with special four-door drop head coupe bodywork, undoubtedly specimen condition, and just as a Riley should be.—Below.

£222—1936 Riley 1½-litre special engine, late 1936, owner enthusiast who has maintained this vehicle beautifully, many extras, undoubtedly in magnificent condition and tremendous value at this price: 3 months' guarantee, hire purchase, terms, exchange, written guarantee. LAMB'S Showrooms 421 and 423, High Rd. Finchley, N.12. Fin. 6221. [C2051]

1946 Riley 1½-litre, almond green with green leather, in outstanding condition throughout; £250.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/2670. [C1014]

MAYFAIR COUNTRY CARS offer Riley 2½ Roadster, superb condition, one owner, recorded mileage 18,500, £750; exchange, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. [C3008]

1949 Riley 1½-litre saloon, black with red leather, one owner, in almost new condition throughout; £695.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7410]

165 gns.—Riley 1936 1½-litre Merlin saloon, black sliding head, red leather, preslector, good tyres, very good condition; terms, exchange; list; open 7-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C2018]

£295—April, 1940, Riley 1½-litre 12hp saloon in superb condition, one owner, recorded mileage 18,500, £750; exchange, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. [C3008]

£695—1934 Riley 1½-litre, 1949, first registered 6/6/49, a very beautiful car almost indistinguishable from brand new and in mechanical condition to give a wonderful sense of service.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035]

MAYFAIR GARAGES, Ltd.—1936 1½-litre 4-cylinder chv 4-door de luxe sliding head saloon, British racing green with leather upholstery, preslector box, genuine one owner since new car, very carefully maintained, smart with outstanding performance, 3 months' guarantee; £195.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. [C3009]

Riley Cars Wanted

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5434. [0969/R]

ROWLAND SMITH'S the Riley buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0963/R]

CAMDEN MOTORS urgently require 1946/51 Riley 1½- and 2½-litre saloons, particulars and price to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041. [W1055]

BLAKES, Riley distributors, will purchase any Riley cars.—110 Bold St., Liverpool. 1 Tel. Royal 6622. [W1785]

PERFORMANCE CARS, urgently require Riley's.—Great West Rd., Brentford, Middlesex. Exline 8441; or—107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

C. A. PETO Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May 3051. [W3045]

KENT.—Good Riley, original, required; details please to—H. P. Edwards, 19, Seabrook Rd., Hythe, Hants. Hythe 6711. [7453]

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001]

URGENTLY required 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1285]

FRANK L. HALL OF MAIDENHEAD

SPECIALISED knowledge and personal supervision of Riley sales and service guaranteed satisfaction.—Tel. Maidenhead 715. [7380]

PRESLECTOR gear boxes.—W. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779]

HARTLEY'S for Rileys, spares and service.—165-171, Strangeways Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R]

Riley Spares and Service

ABOET ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—108, Fulham Rd., S.W.3. Kensington 7301. [0238/R]

REX NEATE, Sharnhurst Lane, Botley, Southampton, specialized Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060/R]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0082/R]

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited, send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [6036]

ROLLS-ROYCE

JACK BARCLAY, Ltd., [7305]

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to:—

12-13, St. George St., Hanover Sq., London, W.1. [0067/R]

JACK BARCLAY, Ltd. [0067/R]

DICKS. [0067/R]

1933 Rolls-Royce 25hp owner-driver saloon, well kept quality car; £595.

DICKS CAR SALES, Ltd., 283-301, High Rd., Kilburn, Maida Vale 688-9. [C1012]

RIPFON. [0067/R]

RIPFON. [0067/R]

RIPFON BROS., Ltd. [0067/R]

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPFON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0065/R]

EXCHANGE or sell.

1947 Rolls-Royce Silver Wraith Park Ward owner-driver saloon.

1937 Rolls-Royce 25/30 Hooper owner-driver saloon (30,000 miles only).

1937 Rolls-Royce 25/30 Barker saloon (28,000 miles only).

1937 Rolls-Royce Phantom III Freestone & Webb 7-seater limousine, all hide (42,000 miles).

20/25 Rolls-Royce Napier owner-driver saloon.

All reasonable offers considered.

SWANMORE GARAGE (Rolls-Royce Specialists), 1176-1180, Christchurch Rd., Bournemouth, Bournemouth 4344. [C4064]

COACHCRAFT offer:—

£295.—1933/4 P.I.I. 4-door 4-light sports, sliding head saloon by Barker, very pleasing body, low and of modern appearance, swept tail with enclosed boot, twin spares, most impressive low mileage example in first-class running order; 3 months' mechanical guarantee; exchange.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer from their selection of first-class used cars:—

1950 Silver Wraith H. J. Mulliner touring saloon, only 15,000 miles; £4,250.

1944 Wraith sports saloon by Young with division; £2,850.

1938 25/30HP A. Mulliner owner-driver saloon with div., grey with grey thr.; £1,750.

AUDLEY House, North Audley St., London, W.1. Mayfair 5242-3-4. [C3050]

MARLOT MOTORS, Ltd., offer:—

1936 25hp Hooper sports saloon, with division

1936 25hp Thrupp & Maberly sports saloon.

1934 25hp Salmon sports saloon.

1933 25hp Freestone & Webb sports saloon.

1931 25hp H. J. Mulliner 4-light saloon.

1930 25hp with 1936 semi-racer-edge sports saloon.

1928 25hp Windover 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

ABOET MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, London, W.10. Ladbroke 1251-2. [C3007]

HAROLD RADFORD & Co., Ltd., [03047]

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co., Ltd., Melton Court, 108, Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047]

WARWICK WRIGHT, Ltd., offer:—

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, radio, grey 26,000 miles; £5,975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1949 Rolls-Royce Silver Wraith, James Young, owner-driver sports saloon, faultless condition, £3,650.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1936 25/30 7-passenger limousine, large, face-forward seats, private.

R. O. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4694. [C3017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A&S display selection 13 Rolls-Royce Limousines, moderate mileages (Competitive prices). Below

LIMOUSINE 1935/25hp Thrupp-Hooper, leather, partition, black, 7-forward, superb, £695.

LIMOUSINE 1937/30hp Thrupp also Hooper, 7-forward, partition, swept tail, reasonable mileages, black, bargain, £660.

LIMOUSINE 1938/30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1,125.

WRAITH 1939 Thrupp Limousine, partition, 7-forward, occasional, black, carefully maintained, £1,360.

LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasional, swept tail, black, carefully maintained, mileage 55,000, exceptionally, £1,175.

LIMOUSINE 1938 (mileage 35,000) Phantom III (solid L. tandem), Windover partition, forward occasional, swept tail, magnificent carriage.

ALP & SAUNDERS always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair-2941. (C1006)

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1040)

1937 30hp Rolls-Royce Hooper sports saloon, 2-tone black with grey upholstery, £1,495.

PADDON BROS. 50, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. (C5033)

1949 Silver Wraith, Gurney Nutting drop head coupe, maroon, 21,000 miles; £3,650; no dealers.—Box 4783. (7237)

ROLLS-ROYCE 25/30 with very low sports saloon by Freestons & Webb, large boot, most beautifully kept car, 55,000 miles only; £1,175. (C1006)

ROLLS-ROYCE 25/30 two-door sports coupe by James Young, enormous boot, very sound car, excellent history, £975.—Taylor & Crawley, 46, Kensington Court, W.8. Western 5015. (7503)

ROLLS-ROYCE 25hp Hooper 7-seater, private, 1935; £650, or part exchange 30hp; cash adjustment.—J. Welch, 75, Lawrie Park Rd., S.E.26. Esh. 6667. (7466)

VINTAGE AUTOS.—We specialize in the older type Rolls, always a good selection at competitive prices.—66, London Rd., Totting, Tel. Mitcham 3951. (C4039)

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. (7607)

ROLLS-ROYCE 1937 Phantom III limousine, 7-seater, seats facing forward, Hooper and Windover bodies; choice of 2 at £250 each; terms and exchanges.—Relliance 5071-2. (7439)

1937 Rolls-Royce Phantom III Hooper close-coupled saloon with division; £650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices.—Claude Burry & Co., 81, Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7444. (2570)

FUNERAL director wishes to dispose of 5 limousines, 1920 25hp, 1933 25hp, 1934 25hp, 1929 P1, 1932 P2, all in very good condition and working daily.—Craven, 2, Broadgreen Rd., Liverpool, 15. (7377)

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward limousine, black, low mileage, excellent condition; reasonable offers invited.—99, College Crescent, Hampstead, N.W.3 (Sylvia Cottage Tube). Pri. 5914. (C4006)

HEARSES Deluxe 1932 Coachwork, Phantom II, 1 Phantom III 4-door 6-seater, exclusive equipment. (Detailed description under Hearses). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006/1)

1937 Rolls-Royce Phantom III limousine, full face (forward), occasional, 60,000 miles, fastness, condition; £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

ROLLS Replian, believed post-war coachwork on 21.6 chassis, four-light, 4-door, swept boot, in excellent condition in every respect and has recently undergone extensive overhaul by Rolls specialist; £585.—Grosvener 2655. (C4012)

ROSE & YOUNG, Ltd. offer: 1938 Rolls-Royce Wraith Park Ward limousine, swept tail, exceptional order, black; £1,050.—65-69, St. Martin's Lane, Strand, W.C.2 (1 minute St. Martin's Station). Tulse Hill 6464. (C3057)

ROLLS-ROYCE 25hp, late series, shooting brake estate car, lavishly equipped, new 4-door body finished in natural varnished oak, 5 new tyres, 65,000 miles recorded guaranteed; £1,250.—Frank Dale, 27, Hereford Sq., Kensington, S.W.7. (C1067)

ROLLS-ROYCE 25hp Hooper limousine, 1933 (private), 17,000 miles since overhaul by Rolls agents, two owners, one chauffeur since new, perfect condition throughout; £650.—Chauffeur, 5, Pont St. M., Chelsea, S.W.1. Kensington 4228. (6924)

THE SOUTHERN MOTOR CO., originators of the Rolls-Royce replica, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Quillon Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 457. (7258)

1936 Rolls-Royce 20/25 razor-edged Sedan de Ville by Windover, a magnificent-looking car in black with basketwork finish on rear quarters and doors, very good chassis, £975.—Clarke's of Piccadilly, Officially Appointed Rolls-Royce Retailers, Piccadilly, Surrey, Brookwood 2201-2. (5981)

£450—1933 del. very pretty 25hp Rolls close-coupled sports saloon with rear boot, Hooper body, done London-Birmingham return on 9 galls, consistently, guaranteed 22mpg on run, nearly new tyres, works main, painted, spotlamp, twin tube horns and twin spare wheels. Acc discs, etc., genuine small original Rolls and taxed year, great bargain, was bought for £1,200 last March.—Box 489. (7405)

ROLLS-ROYCE

ROLLS 1939 Wraith Sedan de Ville by Sautouck of Paris, 36,000 miles only, electric division, occasional, extras, etc., carte blanche given Rolls-Royce, Ltd., whatever work necessary three months ago, complete Rolls history available, mint condition, one titled owner since new, first registered in England 1947, unusual and beautiful coachwork.—Simmons, Grosvenor 1188 and 2635. (C4012/1)

Rolls-Royce Cars Wanted

C **THE CAR MART, Ltd.** wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. (0970/R)

J. MARSHALL **WANTED**, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition

J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369. (0498/R)

CAMDEN MOTORS urgently require a 1936/39 30hp Rolls owner-driver saloon; price and full history to **CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2041. (W1035)

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0984/R)

A&S always purchase 25/30hp Saloons with boot, also fourseater coupes, and 25/30hp Limousines.

A&S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

PERFORMANCE CARS, presently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 Museum 8221. New Cavendish St., Great Portland St., W.1. (W3041)

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W3050)

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (9696)

1935-6 20/25 and 1936-7 25/30 sports saloon required in undoubted condition; reasonable price paid for the right cars.—Bainstake Motor Co., Ltd., Bainstake. (C1012)

CHARLES POLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 9336-7-8. (0597/R)

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars; servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). (0626/R)

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 9336-7-8. (0614/R)

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, "White" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. (0567)

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. (83030/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv 3362. (0064/R)

1946 Rover 10hp de luxe saloon!!! New engine, sealed beam lamps, etc., excellent condition, taxed year; £510.—Harrowside Motors (Bpl.), Ltd., Harrowside, Blackpool, S.8. Tel. 41157. (7407)

225 cars.—Rover 10, 1938 de luxe saloon, black, brown leather, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

ROVER 12

DICKS **1946** Rover 12 saloon, works maintained; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. (C1072)

R. F. FUGGLE, Ltd.

1938 12hp Rover, one owner since new, maintained by makers, in really splendid condition; £345.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 12, perfect condition; £400.

1936 Rover 12, black, blue leather; £225.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

ROVER 12

GATEHOUSE MOTORS offer:—

1938 Rover 12hp saloon, black, in excellent condition throughout; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (C2031)

MEBES & MEBES, Ltd. (Estab. 1893), offer:—

1946 Rover 12hp de luxe 6-light sunshine saloon, black, brown hide upholstery, coachwork and interior excellent, carefully used by Rover enthusiast; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (C2012)

!! Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1040)

ROVER 12hp sports tourer, 1936, individual car, excellent condition, any inspection; £220 o.n.e., second owner.—29, Meadow Lane, Oldham. (7474)

1936 Rover 12 saloon, beautiful condition, excellent runner, 4 practically new tyres; £165; terms.—Rayvern Cars, Ltd., 30, Upbrook Mews, Paddington 0865. (C1599)

CAMDEN MOTORS—Rover 12hp sports saloon (February 1946), fitted heater and Regency tailored seat covers, a moderate mileage car in original and most attractive condition; £595.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1055)

ROVER 14

DICKS **1938** Rover 14 saloon, recent £70 overhaul, quality car; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. (C1072)

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 Rover 14 4-light sports saloon, very nice condition; £275.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2054)

1946 (Aug.) Rover 14 saloon, little used immaculate, one titled owner; £525.—Egiam Motor Co., Exham. (7790)

CAMDEN MOTORS—Rover 14 saloon, 1935, fitted special discs and very efficient heater, quite attractive appearance, runs remarkably well; £150.

CAMDEN MOTORS—Rover 14 saloon, 1938, late registration, 4-light sportsman's saloon, similar in appearance and equally good condition to many 1947 models, one change of ownership only in 1945. £395.

CAMDEN MOTORS—Rover 14 saloon, 1940, just overhauled by makers and in most outstanding mechanical order, original Rover grey finish with gold line and blue leather interior, a very fine example; £495.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1035)

TANKARD & SMITH, Ltd., offer: 1935 Rover 14 saloon, finished in grey, recently repainted, an excellent runner, £150.—97, Peckham Rd., London, S.E.15. Tel. Rother 2651. (C4025)

CARR'S MOTOR MART—1947 Rover 14 sports saloon, black, red cover, H.M.V. radio, heater, superb order throughout; £625; written guarantee.—9, Warren St., W.1. Euston 4110. (C1040)

295 cars.—Rover 14 1937 de luxe 4-door saloon, black, sliding head, brown leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

£285!!!—Genuine 1938 Rover 14 saloon de luxe, excellent mechanically, black cellulose and interior, brown leather barely marked, this car fetched nearly £700 a year ago.—Northern Motors of Harrow, 186-184, Pinner Rd., Harrow, 444. (C3025)

ROVER 16

HENLYS, Ltd. offer:—

1946 Rover 16 6-lt. sun saloon, black with brown leather, in beautiful condition and recently serviced by Henlys, England's largest Rover distributors, a most comfortable and reliable car carrying our usual guarantee of 7 days' free trial; price £645; h.p. available. Full list by return post.—Euston 4444. (6921)

1947 Rover 16, one owner, heater, magnificent condition; £525.—Value Cars, 362, Upper Richmond Rd., S.W.14. (7592)

1947 Rover 16 saloon, immaculate, H.M.V. radio, heater; £550.—E. O. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1. Sloane 1004. (6974)

1947 (May) Rover 16 6-light saloon, black, loose covers, sliding roof, H.M.V. radio, heater, two owners only, new engine fitted, done 4,000 miles only, practically new Dunlop Ports, the whole car in brand new condition, a definite exception; £795.

McKINNON MOTORS, Ltd.—"Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. (C3020)

£645!!!—Rover 16 saloon de luxe (January 1948), a one-owner car, one of the very best examples we have handled, coachwork and interior entirely original and superbly maintained; mechanically this car is practically without fault and is strongly recommended to discerning purchasers.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1055)

1947 (October) Rover 16 saloon, finished in unblemished black with superb manchester leather interior and carpets to match all of which are literally unmarked, this car is fitted with many extras, including H.V. push-button radio, heater, Neoflex chrome passlamp, all excellent tyres, taxed, a superb and most attractive example of these fine cars, literally in 1951 condition; £550; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Ren. 5457. (C3000)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

HENLYS, Ltd., offer:—

1951 Rover 75, black with green leather upholstery, one owner, low mileage, in beautiful condition throughout, works serviced by Henlys, King and's largest Rover distributors; usual guarantee and 7 days' free trial; price £1,145; full list by return post.—Euston 4444. (C920)

CHARLES FOLLETT, Ltd., offer:—

1948 Rover 75 sal., black, H.M.V. radio, heater, speedo reading 15,000, very well kept car at present being serviced, guaranteed; £815. Berkeley St., W.1. Mayfair 6366. (C920)

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. (C9310)

1951 Rover P4, black, red leather, one owner, outstanding condition. £1,095.—Odeon Motors, Ltd., Barnes 4130. (C9202)

1950 (Sept.) Rover P4, black, green leather, 14,000 miles, £995.—Cox's Motors, 11-15, Conduit St., Leicester 60519. (C1059/1)

1948 Rover P4 75, black, grey leather, radio and heater; £625.—Cox's Motors, 11-15, Conduit St., Leicester 60519. (C1059)

1949 Rover 75 saloon, colour black, grey leather, excellent condition throughout; £700; see also our advert on page 50. PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter 81, 121. (C9336)

1948 Rover 75, immaculate condition, fitted with radio and heater; £850, offers considered, base, death of owner.—Box 4781. (C9202)

£695—Rover 75 saloon, 1948, black/grey de luxe hide interior, radio and heater, a very beautiful car carefully used with a genuine small mileage. CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1035)

1951 Rover 75 P4 sports saloon, 10,000 miles only; attractive car in beautiful condition; bargain at £1,060.—Morgans, 25, City Rd., Cardiff. Tel. 21541. (C9202)

1952 Rover P4 saloon, black with blue upholstery, radio and heater, 6,500 miles, as new in every respect, list price, near offer considered.—Box 4784. (C9202)

1948 (October) Rover 75 sports saloon, black, red leather, radio and heater, 6,500 miles, as new in every respect, list price, near offer considered.—Box 4784. (C9202)

1948 Rover 75 sports sal., 9,000 miles, green, green leather, radio, heater, as new.—Tickford, Ltd., 8, Upper St., Epsom's Lane, W.C.2. Tempus 3336. (C9202)

1952 (Oct.) B. or 75 saloon, black, red leather, fitted radio, 1,800 miles only, as new throughout; £1,225.—George Cox, Ltd., Aldama Rd., Dewsbury, Tel. 652. (C9202)

ARCHIE SIMONS & Co., Ltd.—1950 Rover P4 saloon, colour dark green, grey leather upholstery, heater and demister, nominal mileage, spare unused, one fastidious owner since new, in excellent condition throughout; £915.—94, St. Portland St., W.1. Lsn. 151. (C94015)

1951 Rover P4, black, green leather, heater, H.M.V. radio, etc., one unusually careful owner maintained by distributors, condition comparable in new throughout; £1,025; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, London, W.11. Bay 4274. (C94035)

1951 Rover P4, specially prepared Concours d'Elegance car, fitted with Weatherhills sliding roof with Persic top, finished in attractive grey/blue cellulose; this car cost over £1,500 and is offered at the very reasonable price of £1,450; complete with many attractive extras.—C. O. H. Dunham, 46, Cast. St., Luton 2100. (C10779)

LAND-ROVER

OFFERED BY:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd. Wimbledon 0163/4. (C1140)

THE Land-Rover Specialists, Harvey Hudson, Ltd., offer:—
1952 Land-Rover, 10,300 miles; £495.
1950 Land-Rover, 12,000 miles; £400.
High Rd., South Woodford, London, E.18. Tel. Wansted 0056. (C2039)

1950 (April) Land-Rover, mileage 26,000, one owner, perfect; £375.—Simmer, Station St., Macclesfield. (C7215)

GUY ALFRED & Co., Ltd.—1949 Land-Rover, small mileage, privately used.—6-7, Warren St., W.1. Euston 3368. (C10005)

1951 Land-Rover for sale, 16,000 miles, excellent condition; £445.—Gannon, Homestead, Highwell, Barnstable. (C7262)

£525—1952 Land-Rover, in condition almost equal to new, used for private motoring only, very carefully treated with exceptionally small mileage. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1035)

7000 miles.—Land-Rover, 1950, detachable Wilsons, spare unused; £450; h.p. and exchanges.—Rope, Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8694. (C9059)

NEARLY 3 months old, 1,400 miles, chauffeur driven! Still under guarantee, hood, heater, meta, indicators, taxed; £350 or offers, private.—R. J. Hall, 11, Eastcheap, E.C.3. Min. 8181. (C9484)

LAND-ROVER, all-purpose model, first registered at 7,499 mileage 26,410; condition excellent, tyre good, two almost new; £395.—Walker & Ward, Ltd., Daimler Land-Rover Distributors, Cheltenham 3214 and 3216. (C9212)

LAND-ROVER

£365—Mannifield and Spotless Land-Rover, privately owned only, tiny mileage, extras worth £60; 3 months' guarantee; hire purchase, exchanges.—L. AMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. (C2052)

425 gns.—Land-Rover, 1951, dark green, hood, perspex side screens, spare wheel, one private owner, 14,600 miles, practically new condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE HOUSE, Piccadilly, W.1. (Crosvenor 2287.)
HENLY HOUSE, 385, Euston Rd., N.W.1. (Euston 4444.)

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MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21326).

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NORTHAMPTON (Northampton 507).

CAMBERLEY (Camberley 77).

HOUSLOW (Houslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (C9202/R)

R. P. POWELL MOTORS, Ltd., for Rover cars—East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (C9701/R)

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Mannington Lane, Bradford. Tel. 28527-8. (C9415)

Rover Miscellaneous Cars Wanted
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 2434. (C971/R)

ROWLAND SMITH'S
ROWLAND SMITH'S the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (C985/R)

COOMBS & SONS (OULFORD) Ltd
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Oulford. Tel. 62907. (C942/R)

ROVER P3 or P4 wtd. privately—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (C6172)

REQUIRED immediately, good Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

BLAKES Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (C7736)

KENT—Good Rover, original, required; details please to—H. P. Edwards, 19, Seabrook Rd., Hythe, Tel. Hythe 67311. (C7450)

1952 Rover, late, wanted; reasonable price or exchange 1951.—Joseph, 89, Newchurch Rd., Hove 32859. (C7316)

ROVER saloon wanted, 1940 or post-war model.—Gordon Wooderson, 48a, Drenstead Rd., S.W.16. Tel. Streatham 5633. (W4009)

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. (W2001)

LEATHWOOD'S GARAGES, Ltd., 203, St. James's St., Croydon. The 1222, Main Rover dealers for Croydon. (C9219/R)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors, for spares and specialised service.—Tel. Datchet 54. (C9047/R)

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (C9403/R)

BARKING—For full stocks of spares and genuine service for Rover owners come to Alison's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplway 1285. (C9518/R)

DAVID ROSEFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Chesham Hill Rd., Manchester, 4, Tel. Blackfriars 2302. (C9555/R)

SIMCA

1952 Simca Aronde saloon show model.—C. V. Rushmer, The Fiat Specialist 59, Holland Park W.11. Park 9731. (C9061)

SINGER

CAR MART, Ltd.
1951 Singer 4AB Roadster, 15,000 miles; £550.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

JACK ROSE, Ltd., offer:—
1951 Singer 9 Roadster, absolutely as brand new, mileage 5,000; accept £545.—Jack Rose Ltd., Stanford Rd., Wallington, Surrey. Tel. Wallington 677-8. (C9596)

SINGER

1948 Super 10 saloon, black, low mileage, one owner; £350.—H. A. Saunders, Ltd., 144, Gidder Rd., Green Rd., N.W.11. Speedwell 0011. (C9404)

1951 4AB 9hp roadster, blue, mileage 8,100, immaculate, £555.—H. A. Saunders, Ltd., 144, Gidder Rd., Green Rd., N.W.11. Speedwell 0011. (C9404)

£385—Specimen condition 1947 series Singer 9 sports tourer, beautiful and spotless bodywork, mechanically 100%; 3 months' guarantee; hire purchase, exchanges.—L. AMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. (C2052)

NAYLOR & ROOT—1950 Singer 1500 saloon, black, beige hide, heater, low mileage (reg. Oct. '50), any trial; £585, 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C5032)

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawdale, Bolton, Tel. 4060, Deansgate, Manchester. Deansgate 4307. 10399/R

WALTER SCOTT, Ltd., 1951 model (October 1950), Singer 1500 saloon, green, heater, nominal mileage, excellent throughout; £525, terms, exchanges.—39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube), Fin. 5914. (C4006)

£350—1949 Singer 12 de luxe saloon, maroon with maroon upholstery, very carefully maintained, paintwork unmarked; terms or exchanges.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

1948 (late) Singer 10hp 4-door saloon, in exceptional condition, colour black with brown interior, small mileage, good tyres, brand new, £550.—Southwinds, Smugglers' Walk, W. Worthing, Sussex, Goring-by-Sea 42131. (C4027)

495 gns.—Singer 9, November 1951 (1952 Series) 4 AB sports roadster, pastel green, fawn upholstery, 1780, one careful owner, small mileage, good tyres, original spares unused, almost new condition; choice of three 4 ABs; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1947 (September) Singer 9 sports 4-seater Roadster, just fitted works reconditioned engine and complete reconditioned in British racing green, this car is literally unblemished and has a really excellent performance, the appearance leaves nothing to be desired, fitted many extras, complete weather equipment and full kit of tools, fitted sliding glass windows to doors, a car to be thoroughly recommended; £530; terms.—MIDSTONE ENGINEERING Co., Cross St., Feniton, Maidstone, Kent. Fen 3457. (C9330)

Singer Cars Wanted
ROWLAND SMITH'S
ROWLAND SMITH'S the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (C986/R)

LOW mileage '49-'51 SM 1500 saloons required.—London Cars, 392-6, Greenford Rd., Greenford, Middx. Wuxlow 2645. (W2025)

REPAIRS Reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. (C1010)

1931 Singer 8 breaking up, all parts available.—73, Avenue, March, Cambs. (C7267)

RECONDITIONED whistles and spares.—Coulthurst & Grimshaw, Whittier New Rd., Blackburn. (C7254)

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (C9734/R)

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—81, Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. (C9825/R)

SPORTS CARS
CHARACTER CARS
CORDIALLY invite you to visit additional premises in Croydon, where a selection of sports, vintage and other cars of quality is available for examination, and where our specialist repair and reconditioning, a complete, knowledgeable and enthusiastic service for the discriminating owner-driver.

124—126, Haydon Rd., S.W.19. Liberty 7677-9. (C9444)

MERCURY offer:—
£295—1939 Sunbeam-Talbot 10 4-seater tourer in reg. good all-weather equipment.
£215—1936 Talbot 10 4-seater open tourer, very clean car.
£125—Riley 3 Lyncock 4-seater saloon, very tidy car, good tyres, windproof, fog lamp.
£215—Registered 1946 Austin 8 4-seater tourer, resprayed, new hood.
CHOICE of 4 down other good sports cars to choose from, all obtainable on our easy H.P. terms.
HOURS: 9-7 week-days, Sundays 10-1 for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (C9313)

B. & G. MOTORS offer:—
£155—Singer 9 Le Mans 2-seater, British racing green, immaculate bodywork and steel like 32 small atom bombs, slab tank, twin spurs, foldable screen, 5in rev. counter and speedo a little spunter.
£139—Riley 3 Gamage open sports 2-seater, choice of 2, one cream and black and one in British racing green, sound, fast and reliable car; just the job for those who appreciate big-car feel with small car incomes.
£95—Wolseley Hornet open sports, fitted Ford 10 engine and gear box; reason for sale, late owner returning to Australia; terrific performance coupled with world-wide service facilities.
MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

PERFORMANCE CARS.

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WILLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.
WEST END SHOW HALL, 107, New Cavendish St., W.1. Museum 6221.
PICK your choice from the largest sports car show in B.M.I.B.
COMPARE all the different models, over 100 cars, all newly margined with year add price.
WILLYS guarantee, immediate h.p. and insurance; B.M.I.A. M.A.A.; appointed R.A.C. and A.A.
ALF-ROMEIO 2.6-litre s/c. Carlton coupe, 1934, £595; 2.3-litre Pinin Farina coupe, 1939, £295.
ALF-ROMEIO 17/50 James Young coupe, 1931, £245; Alford J.2, 1951, Ardun heads, new unit, £705.
LVIS Speed 25 Charlesworth saloon, 1937, £265; Alvis speed 20 drop head fourours, 1935, £145.
C 16/60 drop head 2-seater with dickey, 1933, £125; Alvis speed 20 V.D.P. tourer, 1934, £185.
BENTLEY 3-litre Barker tourer, 1927, £255; Bentley 6.5-litre V.D.P. tourer, 1929, £165.
DAIMLER 26hp sports saloon, 1936, £195; Fiat 1100 special 2-seater, 1938, £365.
AIMLER 16/60 light Mulliner saloon, 1936, £195; Alford J.2, 1951, Ardun heads, new unit, £705.
FIAI 500 cabriolet, 1939, £245; Fiat 1100 sports saloon, 1939, £245.
FORD V.8 Zetec 12hp saloon, specimen, 1937, £195; Frazer Nash-B.M.W. 40 cabriolet, 1936, £195.
HITCHKISS Paris Nice coupe, 1937, £275; Lagonda 4.5-litre V.D.P. tourer, 1934, £295.
ALGONDA 4.5-litre V.D.P. tourer, 1931, £145; Lagonda 4.5-litre sports saloon, 1931, £145.
LAGONDA 4.5-litre Rapide tourer, 1935, £295; Lagonda 16/60 V.D.P. tourer, 1933, £145.
MORGAN 4.5 10hp d.h. coupe, 1939, £295; Morgan 4.4 supercharged 2-seater, 1937, £245.
MERCEDES-BENZ 500K type B cabriolet, 1936, £575; 500K type A cabriolet, 1936, £575.
MERCEDES-BENZ 500K type B 1.1h.d. cabriolet, 1935, £525; Morris 8 2-seater, 1938, £195.
O—See large selection under M.G. column; try us for spares and repairs.
RILEY 15/6-litre special 2-seater, 1935, £195; Riley 15/6 Ade phi saloon, 1936, £195.
ROLLS-ROYCE sports tourer, fitted late body on 1928 P1 chassis, specimen, £295.
ROLLS-ROYCE Ph. II owner-driver saloon, 1930, £245; Rolls Ph. I limousine, 1927, £245.
RAILTON Straight 8 saloon, 1939, £295; Railton Straight 8 saloon, 1936, £175.
STUDEBAKER Commander 27hp 6-cyl d.h. fourours, 1935, £295; Standard 12 d.h. coupe, 1938, £245.
TRUMPHET Vitesse 12hp saloon, 1937, £195; Talbot 3-litre saloon, 1936, £225.
TALBOT 105 V.D.P. tourer, 1936, £345; Talbot 75 Lancaster saloon, 1933, £145.
WOLSELEY 14 drop head fourours, 1937, £145; Wolseley 12 saloon, 1937, £195.
WOLSELEY 12/4 4-seater, 1937, £225; Wolseley Hornet 14hp 2-seater, 1936, £125.
PERFORMANCE CARS. [C3041]

ROWLAND SMITH'S for sports cars.
495 gns.—Singer 9, November 1951 (1952 Series) 4 AB sports roadster, pastel green, fawn upholstery, 178, one careful owner, small mileage good tyres, original spare unused, almost new condition; choice of three 4 ABs, terms, exchanges.—Rowland Smith, below.
425 gns.—M.G. Midget, December 1949, 11hp TC 2-seater, metallic blue, fawn leather, excellent condition, terms, exchanges.—Rowland Smith, below.
425 gns.—Morgan 4/4, late 1949 10hp sports 2-seater, blue, black leather, good tyres, two unused spares, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.
295 gns.—Frazer Nash-B.M.W. late 1936 Type 45 (fitted 14-litre engine), convertible sports coupe, black, red leather, hydraulic brakes, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.
195 gns.—B.A.A. Scout, late 1939 Series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition; choice of 4 Scouts; terms, exchanges.—Rowland Smith, below.
175 gns.—Austin 7, 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:—
ALF-ROMEIO 6c/2500 post-war type Superleggers, streamlined r/h coupe, as new; reg. 1946.
ALF-ROMEIO 17/50 October, 1934, most attractive Castagna fourours d/h, stored 13 years.
LVIS Speed 20 sports saloon, 1934, black, red leather; £145.
LVIS Speed 25, Feb., 1940, special, beautiful streamlined 2/4-seater, Alfa red.
LVIS Speed 25, July, 1950, late type with helmet wings maroon, silver wheels, specimen car, immaculate.
FIAI 1500 late 1940 streamlined fourours drop head coupe, reconditioned engine, new 3-position hood, maroon, beige leather, extremely attractive car.
MERCEDES 170V model, r.h.d., sports saloon, extensive Mercedes overhaul, immaculate.
MERCEDES 540K, 1939 model, 2-seater, drop head, ivory beige leather, radio, etc.; most attractive car.
MG. 1939 T.A. Tickford coupe, silver, black leather, immaculate.
OLLS-ROYCE 25hp 1952-3 series Whittingham & Mitchell 4-door sports saloon, tan leather, immaculate.
ROVER 12, registered April, 1949, sports tourer, as new.
WE are desirous of purchasing good quality English and Continental sports and touring cars.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046]

£125—Austin-M.G. combination 2-seater tourer, underslung chassis, fold-flat screen, 43mpg, Hitchin 672.
MG. Type 5.A fourours coupe, 1937 (May), recent overhaul, £150 o.n.o.—Moore, 5, Murray Mews, N.W.1. Gul. 6989. [14053]

SPORTS CARS

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.
AUSTIN utility, £35; Austin taxi, £25; Armstrong 20, £45; Commer 10 van, £45; Citroen 12, £75; Delage D.8, £75; Daimler 15, £125; Ford 8, £95; Hillman 10, £85; Jeep utility, £95; Lanchester 10, £75; Morris 8, £75; Morris 8, £75; Pontiac utility, £75; Ration saloon, £25; Riley Alpine, £45; Riley 9, £35; Rolls-Royce saloon, £95; Rover 10, £55; Standard 12, £45; Singer 9, £125; Talbot 14, £35; Vauxhall 12, £95; Wolseley 12, £35.
IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.
WEST LONDON MOTOR MART, Kaling Rd., Great West Rd., Brentford, Middlesex. [C3041/1]
1952 Ferrari saloon.—See under "Ferrari". [C1050]
APPLETON special and all spares; £550.—Anthony Crook. Tel. Catterham 2232/3. [C1063]
PERFORMANCE CARS (West End Branch), 107, New Cavendish St., W.1 (Museum 6221), offer:—
LVIS Speed 25 sports saloon, 1937, £295; Alvis Speed 20 d.h. fourours, 1933, £145.
ALF-ROMEIO 2.6-litre s/c. Carlton coupe, 1934, £595; 2.3-litre Pinin Farina coupe, 1939, £295.
ALF-ROMEIO 17/50 James Young coupe, 1931, £245; Alford J.2, 1951, Ardun heads, new unit, £705.
ALGONDA L.G. 45 sports saloon, 1937, £385; Lagonda 4.5-litre V.D.P. tourer, 1934, £295.
ALGONDA 4.5-litre sports saloon, 1931, £145; Lagonda 4.5-litre V.D.P. tourer, 1931, £145.
MERCEDES-BENZ 500K type B cabriolet, 1938, £575; 500K type A cabriolet, 1935, £545.
MERCEDES-BENZ 500K type B 1.1h.d. cabriolet, 1935, £525; Morgan 4/4 10hp d.h. coupe, 1939, £295.
O—See large selection under M.G. column; try us for spares and repairs.
RILEY 15/6 sports saloon, 1936, £125; Riley 15/6 Adelphi saloon, 1936, £195.
STANDARD 12 de luxe saloon, 1937, £155; Singer Le Mans 5hp 4-seater, 1932, £95. [C3041/2]

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

AUSTRO-DAIMLER 19/100 2/4-seater, new body, all-weather equipment; £130 for quick sale.—Murray, 9, Westfield Place, Bristol, 8. [7314]

VINTAGE AUTOS always have a continually changing stock of 70 Vintage Continental sports cars at competitive prices; open till 6 p.m. for inspection 7 days per week.—68, London Rd., Tooting, Tel. Mitcham 3951. [C4059]

AERO Minx drop head, gunmetal, new hood, Mark II works engine, Mark IV clutch, new tyres, battery, carburettor, distributor, wiper, king pins, etc.; offers.—79, Waterbury Rd., Chipping Norton, Oxon. [7311]

£135—Alvis Speed 20 Charlesworth sports saloon, July, 1935, well maintained car with sound bodywork, but ill-used; taxed; consider open offers in exchange.—C. Arnold, 8, Homestead Wav. Northampton. Tel. 31001. [7322]

£69 Talbot 18hp sports saloon; £110 M.G. Continental coupe; £125 Singer Le Mans sports saloon; £175 Riley Mercedes saloon; £235 M.G. T.C. November 1946, £475; Lagonda 16-80 Vanden Plas 2-seater, £225; Peugeot 402 long chassis saloon, 40,000 miles, excellent, £295; Alvis 12/50 sports 2-seater, all new tyres, £399; Talbot 55 14hp 1935 drop head coupe, £85; exchanges, terms.—Ringers Rd. (off High St.), Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2323. [C5048]

BERT MASON SPORTS CARS, 77, Crickfield Rd., Clapton, E.5. Amherst 1814. [7257]

SIMMONS for all sports carriages; in stock, Rolls 20 vintage, choice of 5, £100-£500; Bentley 4/4 Le Mans Rep. £325; 1954 Armstrong, recent rebuild, excellent, £100; £500 Mercedes; 2.3 Alfa-Romeo; Jewett Juniper, £200; Mayfair (12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2635 and 1189. [C4012]

RICHARDS & BROWN offer Talbot 105 Vanden Plas sports 4-seater, 1917; M.G. Q-type supercharged 750cc 2-seater, road equipped, £295; M.G. T.C. November 1946, £475; Lagonda 16-80 Vanden Plas 2-seater, £225; Peugeot 402 long chassis saloon, 40,000 miles, excellent, £295; Alvis 12/50 sports 2-seater, all new tyres, £399; Talbot 55 14hp 1935 drop head coupe, £85; exchanges, terms.—Ringers Rd. (off High St.), Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2323. [C5048]

Sports Cars Wanted

JAGUAR 100 and Lotus 100 or Fiat 1100, good condition and sensible price essential.—Box 492, [7464]

Sports Cars Wanted

ROWLAND SMITH'S.
ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
PERFORMANCE CARS urgently require Sports cars.—Great West Rd., Brentford, Middlesex. Ealing 9941; or—107, New Cavendish St., Great Portland St., W.1. Museum 6221.
WANTED, Bristol, Healey, Aston Martin, XK120, Lagonda, Bentley, A.C. or M.G.—Jones' Garage, Syston, Leics. Syston 86257. [7196]
CHILTERN CARS, the sports car buyers, urgently require an 8.5-100, a Riley Imp and Sprite and a Meadows H.R.O.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. [W1045]

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.15. Riverside 6490. [0753/R]

STANDARD 8

BOON & PORTER, Ltd.
1948 Standard 8 coupe, black-brown, 20,000 miles; almost unscratched, one owner; £395.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. [C1022]

B. J. HUNTER, Ltd., offer:—

1948 Standard 8 saloon, excellent condition throughout; £325.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2, Tel. Gladstone 5303. [C2040]

BLUET STAR GARAGES, Ltd., offer:—

1947 (September) Standard 8, a very nice car; £300.—63 Fortune Green Rd., West Hampstead, N.W.6. Ham. 4211. [C4051]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A Welwyn 481/2, offer:—

1947 Standard 8hp saloon, black, one owner, immaculate throughout; £325. [C1001]

1947 (Apr.) Standard 8 saloon, black, brown leather upholstery; £295.
W. J. BROWN, Ltd., Established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025]

STANDARD 8 1946, owner-driver, perfect condition.—Hare and Hounds, Stonegravel, Chertseyfield. [7379]

295 gns.—Standard 8, late 1948 4-seater, grey, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Standard 8, November 1946 saloon, black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Standard 8, 1939 fourours drophead—coupe, black, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3018]

1940 Standard 8 saloon, engine, gear box overhauled; £160; consider £50 down.—7, Radcliffe Rd., Croydon 1508. [C2041]

1946 Standard 8 saloon d.l., excellent condition, guaranteed; £265.—Palmera, 53, York St., Twickenham. Popesgrove 1890-7067. [C3043]

£185—1940 Standard 8 saloon, black, excellent runner, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [7424]

1939 Standard 8 saloon, one owner; recent overhaul, excellent condition; £250.—35, Weymouth, 1, High St., Hounslow. Tel. 3523. [C2049]

1947 Standard 8 saloon, reconditioned engine, seat covers, as new; terms, exchanges.—Seymour Cecil & Co., Ltd., 100, Gt. Portland St., W.1. Museum 9909; 9922. [7452]

TANKARD & SMITH, Ltd., offer 1948 Standard 8 saloon, in excellent condition; £315.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025]

STANDARD 8 tourer, first registered 19.4.46, 33,600, in black, tyres and hood good; £245.—Walker & Ward, Ltd., Daimler Lanchester Distributors, Cheltenham 3814 and 3816. [6822]

1947 (November) Standard 8, excellent condition; £295.—G.P. (Batham), Ltd., 26, Batham Hill, S.W.12. (100yds Clapham South Tube), Bath. 1107-8-9. [C2024]

1948 Standard 8 saloon, very well kept, clean and reliable little car, £275, or £25 deposit, balance 18 months; 40 cars always in stock, exchanges a speciality.—Tulse Hill 7106. [7449]

1939 Standard 8hp saloon, in first-class mechanical condition and with attractive appearance; £235 cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [7513]

Standard 8 Cars Wanted

ADVERTISER requires privately used, Standard 8 or Hillman Minx drop head coupe, must be pre-war and perfect condition, state mileage; inspection Carlisle or London.—Archer, Croft Head, Scotch, Carlisle, Scotch 255. [7315]

STANDARD 9

225 gns.—Standard Flying 9, late 1938 de luxe saloon, black, sliding head, green leather, excellent condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Standard 8, late 1936 saloon, black, sliding head, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 10

1939 Standard 10hp saloon, one owner, finished black, 2,000 miles only since mechanical overhaul; £235.
LYNE, FRANK & WAGSTAFF, 5-5, Crouch End Hill, N.8. Mountview 4401. [C3056]

£235—1939 Flying 10 Standard 10, D.L., recent SEPTEMBER 1948, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park Tube). Exchanges, h.p. [C1017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 10

1938 Standard 10 4-door saloon, grey, blue leather, excellent condition; £225.—Rovers Garage, Ltd., 49, Woodcot Rd., Warrington. Warrington 2674. (1940)

275 gns.—Standard Flying 10, late 1950 super de luxe saloon, grey, sliding head, blue leather, 17½ hp, new Dunlop tyres, excellent condition, terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

STANDARD 12

H BEART & Co., Ltd., offer:—

1946 Standard 12hp saloon, one owner since new, outstanding value at £365, or near offer, 102, London Rd., Kingston-on-Thames. Tel. 3345. (1950)

STANDARD 12hp 1950, fair condition, bargain! £160.—Robinson, Market Place, Kenninghall, Nr. Norwich. (1950)

£165—£65 deposit; genuine 1950 Standard Flying 12 de luxe saloon, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 9490. (C1024)

1948 Standard 12hp saloon black with brown leather upholstery, H.M.V. radio, first reg. 80/48, very carefully used, in very good condition, written guarantee; £455.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. (C1053)

STANDARD 14

RUSSELL MOTORS offer:—

1947 Standard 14 four-door drop head coupe, one owner exceptional condition, 2 foglights, etc., any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9298. (C1060)

GATHOUSE MOTORS offer:—

1948 Standard 14 saloon in immaculate condition; £375.—Gathouse Motors, Ltd., Highgate Village, London, N.W.6. Mou 4444. (C2021)

WARWICK WRIGHT, Ltd., offer:—

1947 Standard 14hp saloon, black, 19,000 miles; £450. Mayfair 9761. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

1946 Standard 14, grey, sun roof, blue leather, immaculate; £345. (C4045)

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Kenilworth, Tel. Kenil 5150.

1948 Standard 14 saloon, radio, one owner, very carefully maintained; £375.—Egham Motor Co., Egham. (1949)

£395 saloon, immaculate; terms, exchange; 20 other bargains.—Gra. 2530 and 5834. (C4032)

1948 Standard 14hp de luxe saloon, black with leather interior, small mileage, an exceptional car, taxed, £425, consider exchange.—Southwicks, Smuggler Walk, West Worthing, Sussex. 42131. (C4027)

STANDARD 20

1936 Flying Standard 20 saloon, same engine and chassis as 2½-litre Jaguar, mechanically sound; £100—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (1950)

STANDARD VANGUARD

H. A. SAUNDERS, Ltd., offer:—

1951 Vanguard saloon, black with red leather upholstery, heater, recorded mileage, 17,800; £455. (C4055)

1952 Vanguard saloon metallic grey with red upholstery; recorded mileage 9,000; £495. 836-842, High Rd., N.12 Hillside 0024. (C3027)

PHILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard, blue, 370 miles only.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C3051)

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, taxed, fitted radio and heater; £510.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C2034)

1950 Vanguard, one owner, Comet blue, extremely fine chassis; £525. (C2035)

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0299.

1950 Vanguard, one owner, spotted; £525.—A.2. Motors, Palmersden Rd., N.W.6. Mail 4723. (C1011)

STANDARD Vanguard saloon (1950), black with tan cloth; £525.—Strattons, Ltd., 40, Berkeley St., W.1 (Mayfair 4304). (C4022)

£495—January 1950 Standard Vanguard, black, red leather, privately and fastidiously owned and in quite immaculate order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1035)

1952 Vanguard, black, only six months' careful use, 4,600 miles, well equipped, excellent condition; £640, £200 below present list price, no dealers.—Green St., W.1. May. 9926. (1950)

1952 Vanguard with overdrive transmission, under 7,000 miles, grey, absolutely as new; £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tube Hill 4480. (C3016)

Standard Vanguard Cars Wanted

VANGUARD, low mileage, wanted, any car in part exchange.—J. Davy, Western 9641. (W1069)

STANDARD MISCELLANEOUS

SALES service, spares.

STANDARD and Triumph distributors for Croydon, Purrier Caterham Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End Croydon, Tel. Croy 8098-9. (10058/R)

ORDER your new Vanguard from Albert Farnell, Ltd. and be assured of prompt and efficient service.—75 Manningham Lane, Bradford. Tel. 28827-8. (C1214)

Standard Miscellaneous Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane W.1. Grosvenor 3434. (10973/R)

R S ROWLAND SMITH's, the Standard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1940)

MARSTON MOTOR Co., Ltd., for your Standard.—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. (10181/R)

C. A. PETO, Ltd., 42, North Audley St., W.1. urgently require post-war small mileage Standard cars in first-class condition.—May. 3051. (W3043)

H. F. EDWARDS urgently require good Standard for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. (W2001)

STARNE'S MOTORS, 105, Cricklewood Broadway, N.W.8. require modern Standard cars in really good cond., cash or exchange.—Tel. Glia. 5480. (1431/R)

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maids Vale 8114 (10 lines). (10166/R)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 2663. (10301/R)

STANDARD spares, all models from 1934 by return of commission number when ordering.—Putlocks, Ltd., 21, St. John's Wood, N.W.8. Maids Vale 8114 (10 lines). (10166/R)

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby Tel. 5486. (10475/R)

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 30405. (5943)

STANDARD spares, all models from 1935; replacement units; complete overhauls, recollaring.—Putlocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. (5941)

STANDARD spares for all models; largest provincial stockists.—Hollinsworth Automobiles Co. Ltd., Stockport (Tel. 4484); and Prince's Drive, Colwyn Bay (Tel. 3322). (10359/R)

LANKESTER ENG. CO., Ltd. (distributors in Surrey since 1911)—Full range of spares, phone, write or call; orders dispatched immediately.—49-45, Eden St., Kingston. Kin. 3151-4. (10286/R)

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. (10367/R)

SPINKS (TWICKENHAM), Ltd., 85-101, Heath Rd., Twickenham, Middlesex.—Standard spares service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesrove 1035-6-7. Telegrams: Spinks Twickenham. (10544/R)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months; Gilring and Bendis stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. (10002/R)

STUDEBAKER

HENLYS, Ltd.

SOLE concessionaires for Studebaker cars offer the following ex-show cars for immediate delivery:—

1951 Commander, 5-passenger coupe, colour metal blue. (1951)

1952 Champion Customs 2-door sedan, colour mauve blue. (1952)

1952 Champion Regal 4-door sedan, colour tahoe green. (1952)

All these cars are immaculate in every way; enjoy the unique advantages of Studebaker motoring, amazing economy with tremendous performance; h.p. available.—Euston 4444. (19923)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, The Hire-Purchase specialists.

1939-40 Studebaker President de luxe saloon, black, cellulose, in excellent condition, cloth interior, fitted loose covers, previously owned by expert mechanic, engine completely overhauled last year, steering column gear change, many extras; 279gns. (1950)

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (10407)

GUY ALFRED & Co., Ltd.—1952 Studebaker saloon, superb order, recently recollared.—6-7, Warren Rd., W.1. Euston 3268. (C1005)

1938 Studebaker Commander, excellent throughout; 6150 c.o.n.—"Tanquin," Woodruff Ave., Buryham, Guildford. (1974)

RHD—late model Studebaker, colour black; £1 050.—Joe Thomson (Motors), Ltd., 97 Fulham Rd., S.W.3. Kensington 4858. (C1028)

£299—1952 Studebaker 22hp saloon de luxe, ex-reliant, bodywork and bargain price; 3 months' guarantee; hire purchase exchangeable.

L AMBS, Finchley Showrooms, 421 and 423, High Rd. Fin. hlv. N.12. Pin. 6221. (C2052)

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 5891/5935. (W4015/R)

SUNBEAM

1931 Sunbeam saloon, 23 hp, good running order, spare engine and axle, £1 05 complete. (1950)

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shannon Garage, Auberville Rd., S.W.4. Tel. 4505. 10815/R

R. F. FUGGLE, Ltd.

1949 Sunbeam-Talbot 90, one owner since new, most carefully maintained, black brown interior, heater, etc. £695. (C2017)

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. 16672

J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, very fast and attractive; £675. (C2040)

B. N.W.2. Tel. Gladstone 5503.

SLOOMBER, Ltd., Willesden 4669.

1951 (late) Mark 3 saloon, grey, radio, heater, 10,000 miles, believed genuine, perfect order entirely, exchange preferred, low mileage, K.K.140, must be perfect.—38/32, Dudden Hill Lane, N.W.10. (C4017)

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, bronze, heater, 10,000 miles, £550. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St. W.1. Mayfair 9761. (C4045)

1938 2-litre Sunbeam-Talbot saloon; £350.—Egham Motor Co., Egham. (1949)

1951 Sunbeam-Talbot 90 saloon, very low mileage.—Autowork, Ltd., Winchester. Tel. 458. (C1010)

1938 Sunbeam-Talbot saloon; £300.—K.G. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1. Sloane 1004. (16672)

1951 Sunbeam-Talbot coupe, 13,000 miles, heater, exceptional condition; £785.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon 1950. in exceptionally beautiful condition, with flawless coachwork and interior especially low mileage; £475. (C1010)

CAMDEN MOTORS.—Sunbeam-Talbot 10hp saloon 1948. fitted very efficient heater and radio, immaculate appearance in silver grey with grey interior; £495. (C1010)

CAMDEN MOTORS.—Sunbeam-Talbot 10hp saloon. very late 1947, another immaculate one-owner car in black with red leather, recorded mileage 36,200, looks very much less. £465. (C1010)

CAMDEN MOTORS.—Sunbeam-Talbot specialists. Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1010)

IMMEDIATE delivery. Sunbeam-Talbot saloon in the new shade of Alpine Mist; part exchange welcomed; list price.—O. E. Harper, London Rd., Stevenage, Tel. Stevenage 701. (16672)

1947 Sunbeam-Talbot 10hp saloon, maroon, recollared as new, makers reconditioned engine fitted, 9,000 miles, excellent condition throughout; £425, offers considered.—Box 4795. (17259)

£365—Sunbeam-Talbot 10, 1939/40 sports saloon, very special metallic finish, real morocco leather to match, new tyres, superbly maintained, must be seen to be appreciated; many others, exchange; h.p. DEMOTORS, 1, Carendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds Holland Park Tube), Exchanges, h.p. (C1017)

1951 (Nov.) Sunbeam-Talbot 90 saloon fitted heater, radio, overriders, etc. 15,000 miles only and unmarked; property of enthusiast with two other cars and thoroughly used; £525, o.n.o.—Box 4695. (16987)

Sunbeam-Talbot Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. (10181/R)

R ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3553).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd. Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10111/R)

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.— Hampstead High St. (Hampstead Tube), Ham. 6041. (10990/R)

PHENIX MOTOR Co. (SURREY), Ltd., High St., Surrey. Surrey 1121. (W3044/R)

CAMDEN MOTORS urgently require a 1946/48 Sunbeam-Talbot drop head 4-seater coupe; particulars and price to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041. (W1055)

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object.—Details please to 29, Upper High St., Epsom 9400. (W2001)

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham 2. (10089/R)

CRIPPS of Nottingham, urgently require all recent C models of Sunbeam-Talbot cars.—R. Cripps & Co. Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46361. (10465/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BARKING. For full stocks of spares and genuine service for Sunbeam-Talbot owners come to Albion's Garage, Ltd., 105-7, Lombard Rd., Barking. Tel. Rippelway 1295. 10517/R

TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 Talbot 3-litre saloon, perfect condition throughout; £195.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1934 Talbot 105 4-seater Vanden Plas; £105. [C1965]

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3036]

£195—Talbot 105 sports saloon, black, green leather, absolutely immaculate.—Orpington 6897. [C1965]

£235—1938 Talbot 10 drop head four-seater, in very nice order throughout, excellent tyres and bodywork; terms, exchanges. [C1965]

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1059]

Talbot Cars Wanted

ROWLAND SMITH's, the Talbot buyers.—Hampstead Central H. (Hampstead Tube). Ham. 6041. 10991/R

DIMMANT & TAYLOR, 195, N. 1954 21. 1953 21. [C1057/R]

SPECIALISTS in repairs to pre-war Talbots.—Herritt and Gosden, Ltd., 289, London Rd., Croydon. Tho. 3082. [C1057/R]

LARGE stocks new and second-hand Talbot spares. 1929-52, including ambulances.—Clare's Motor Works, 260, Knights Hill, London. S.27. 0194 Hill 0132. [C1057/R]

TRIUMPH

AGNES offer:—

1951 Triumph Mayflower saloon, finished in grey with red leather upholstery, speedometer reading 13,000 miles, undoubtedly genuine, unmarked and as new, our price £555. [C1008]

AGNES AUTOS, Ltd., 136, Streatham Hill, London. S.W.11. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccusly 211-3. [C1008]

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1950 Triumph Renown saloon, black coachwork, absolutely as new, one owner only, carefully maintained, negligible mileage, 6398s. [C1008]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 130 yards). [C4047]

CAR MART, Ltd.

1952 Triumph Mayflower saloon, heater, 2,000 miles, 6445.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

BOON & PORTER, Ltd.

1951 (Feb.) Mayflower, grey, 8,000 miles, exceptional condition; £595.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1002]

JACK ROSE, Ltd., offer:—

1951 Triumph Renown saloon in blue, almost as brand new, owned by one particular owner, mileage 8,000, accept £885.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056]

B. J. HUNTER, Ltd., offer:—

1947 Triumph 1800 saloon, famous razor-edge body, most attractive car; £525. [C3040]

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladiators 6303. [C3040]

RUSSELL MOTORS offer:—

1948 Triumph 1800 Roadster, fitted Radiomobile, heater, fog lamps, small mileage; £535; any trial or examination. [C3060]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060]

TOM GAMER, Ltd., offer:—

1951 Triumph 2-litre Renown saloon, maroon with beige upholstery, 600 miles only. [C3020]

TOM GAMER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C3020]

H. BEART & CO. Ltd., offer:—

1949 Triumph 2000 Roadster, finished in grey with grey upholstery, H.M.V. radio, the property of one owner, very low mileage and in superb condition throughout; £675 or near offer.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C6510]

SLOCOMBE, Ltd., Willenden 4869.

1948 (late) razor edge saloon, recorded mileage 24,000, grey, very nice car throughout, one owner, £485. [C4000]

HIRE purchase, part exchanges and A.A./R.A.C. inspection welcomed.—38-32, Dudden Hill Lane, N.W.10. [C4017]

COOMBS & BONS (GUILDFORD), Ltd., offer:—

1950 Triumph Renown, 16,000 miles, heater and radio, £725. [C1057]

COOMBS & BONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 6297-8-9. [C1057]

1937-8 Triumph Dolomite saloon, sound mechanical condition, recollided, bargain, £185. [C4060]

X. KIN, 8535.

1951 Triumph Renown saloon, 10,000 miles, maroon, one owner, heater; £675. [C3052]

RIPPO, Ltd. (Triumphs Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052]

1949 1800 saloon, black, low mileage, excellent one-owner car; £595.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

TRIUMPH

1952 Triumph Renown saloon, overdrive and radio; £1,025. [C3023]

GORDON CARS (LONDON), Ltd., Gordon House, 275, Euston Rd., N.W.1. Eus. 6611. [C3023]

1950 (Nov.) Triumph Mayflower saloon, one owner, immaculate condition, guaranteed; £525.— [C3034]

1948 (Dec.) Triumph razor-edged saloon, immaculate condition, guaranteed; £550; exchanges and terms.—Palmer, 53, York St., Twickenham. Popesgrove 1880-7087. [C3034]

1951 Triumph Mayflower saloon, one owner, 9,000 miles only, radio and heater, loose covers, immaculate; £505. [C4053]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053]

NAYLOR & MOOT.—1950 Triumph Renown saloon, maroon, beige hide, heater (reg. Oct. 1950), 17,000 miles, unblemished condition; £695. [C3062]

1951 Triumph Renown, black/beige hide, 11,000 miles (reg. July, 1951), supplied and serviced since new, unmarked; £625.—45, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3062]

1939 Triumph 1½-litre sports saloon, nice order, superb mechanical condition, 3 months' guarantee; £275. [C1061]

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1947 Triumph 1800 14hp saloon, 45,000 miles only, colour grey, radio, heater; £495.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3458. [C1077]

1949 2,000cc razor-edged saloon, black, fawn interior, beautifully maintained, one private owner; £625.—Robbins, East Putney, Tel. 4581. [C1077]

1949 Roadster 2,000, used occasionally by lady, immaculate; £550, or part exchange for new, or nearly new A40.—Mrs. Hodgson, "Anthorn," Barton, nr. Preston. [C1077]

£235—1938 14hp Dolomite short chassis Vitesse saloon, one owner, only since new, many extras, ride control, good tyres, car in good order throughout. [C1077]

BRIAN FINGLAS, Bugatti Sales and Service, 2, Pembridge Mews, Baywater, W.11. Baywater 5951. After 6, Tulse Hill 4755. [C3009]

1948 Triumph Roadster, black with blue leather, five brand new tyres, possibly the finest of its type anywhere, privately owned; a really beautiful car; £495.—Fervile 8534. [C3009]

1949 Triumph 2000 Roadster, excellent mechanical condition, metal green; £500.—Apply, Mr. A. H. Parkes, Small & Parkes, Ltd., Hendham Vale Works, Manchester, 9. [C3009]

1952 Triumph Mayflower 10hp saloon, as new, low mileage; a real bargain at £595; cash or terms.—Broadway Motor Co., 5-13, Russell Rd., Wimbledon, S.W.19. Tel. 4946. [C4013]

ARCHIE SIMONS & Co., Ltd.—1949 Triumph 2000 razor-edge saloon, metallic grey, one owner, fitted heater, nominal mileage, showroom condition; £585.—94, Gt. Portland St., W.1. Lan. 1543. [C4013]

WALTER SCOTT, Ltd.—1949 Triumph 2,000 Roadster, heater, low mileage, excellent condition; £465; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006]

1949 (April) Triumph Roadster 2000, grey, with grey leather, 20,000 mls, almost as new; £595.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C4006]

645ms.—Triumph Renown 1950 saloon, maroon, a few less miles, heater, one owner, moderate mileage, exceptional condition; terms, exchanges.—Rowland Smith, below. [C4018]

595ms.—Triumph Mayflower 1952 saloon, gunmetal, red upholstery, one very careful owner, 8,300 miles, good tyres, original spare unused, nearly new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

ROSE & YOUNG, Ltd., offer: 1949 Triumph 2000 Roadster coupe, fitted twin carburetors, latest-type H.M.V. radio, beautiful condition, bronze; £595.—55-59, St. John's Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3067]

1951 (July) Triumph 2000 saloon, black, fawn leather, heater, radio, loose covers, one careful owner, genuinely comparable to new throughout; £885; exchanges, deferred terms; many others.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C3035]

PRIDE & CLARKE, Ltd.—1949 Triumph 2000 R.E. saloon, grey/grey leather, H.M.V. radio, heater; £549; 1950 Triumph Mayflower saloon, grey/grey leather, 19,000 miles, one owner, £549; three months' guarantee; terms, exchanges, list.—Stockwell Rd., S.W.3. Brixton 6251. [C3035]

Triumph Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Triumph cars.—320 Euston Rd., N.W.1. Euston 1212. 10974/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10992/R

SLOCOMBE'S, Ltd., Willenden 4869.

W. wish to purchase clean and genuine Triumph cars, 38-52, Dudden Hill Lane, N.W.10. W.4017

ROADSTER wanted.—43 Shirehall Park, N.W.4. Hendon 1648. [C3035]

MARSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham. N.15. [C1082/R]

Triumph Cars Wanted

PERFORMANCE CARS, urgently require Triumphs.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107—New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [W3043]

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' latest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maids Vale 9114 (10 lines). [C3037/R]

REPAIRS, reconditioned gear boxes, gears.—10, Winchester Mews, N.W.3. Pri. 2647. [C194]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London. W.1. Lan. 7735. [C1043/R]

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Boxleyheath), Ltd., 74-78, Broadway, Boxleyheath, Tel. 1696-7. [C4059]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollindred Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3332). [C355/R]

UTILITY CARS

DICKS.

1939 Bedford 10hp utility, all metal Martin Walter body, attractive; £295. [C1072]

1940 (reg.) Austin 8 utility, well built body, very economical; £280. [C1072]

1933 Morris 8hp utility, very attractive; £99. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. [C1072]

JACK STONE & SON offer:—

1948 Standard 12 7-seater, 1947 Ford Mercury 8-seater, maple wood; many others; easiest of easiest terms; write for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021]

ROWLAND SMITH'S for utility cars.

425ms.—Land-Rover, 1951, dark green, hood, Perspex side screens, spare wheel, one private owner, 14,600 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

295—Fordson late 10hp ship Martin Walter utility, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms, exchanges.—Rowland Smith, below.

295ms.—Ford Prefect, 1930, 4-door 6-seater utility, 2,500cc, natural timber body, sliding glass windows, drop tailboard, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

245ms.—Jeep (Willys), registered 1947, coachbuilt shooting brake, natural timber body, green leatherette, bench seat, glass all round, rear entrance, spare wheel, excellent condition; terms, exchanges.—Rowland Smith, below.

225ms.—Jeep (Ford), registered August 1948, coachbuilt utility, natural timber body, drop tailboard, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

MEER & MEER, Ltd. (Est. 1893), offer:—

1948 (Nov.) Jowett-Bradford de luxe utility, special colour royal blue, mechanically excellent, coachwork unscratched, small mileage, one owner; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 8040. [C3012]

1949 Bradford de luxe utility, 4 seats, unmarked; £375. [C3012]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4063]

1949 Bradford Utility, excellent condition throughout; £295. [C4063]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4063/1]

1951 Austin A40 Countryman, in first-class condition throughout; £575. [C3004]

MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9682. [C3004]

BRAND-NEW Standard estate car for immediate delivery at maker's list price.

MOTORISTS (LONDON), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2501-2. [C3016]

£353—1950 (reg.) Standard 14 utility with wood body and fold-down seats.—Below.

£425—1948 (reg.) Ford V 8 with excellent wood bodywork and magnificent chassis.—Below.

£285—1946 Ford 10cw with wood body, extra guarantee; hire purchase, exchanges. [C3054]

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C3054]

1949 Jowett Bradford de luxe, beige, low mileage; £395.—Cyril Sheppard of Reading. Sonning 2546. [C4059]

1953 Austin A70 Countryman, heater, 300 miles; £395.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1049]

1949 Bradford utility de luxe, finished in grey, immaculate condition; £350.—Bosman's Garage, Weybridge, Tel. 1265. [C1038]

1947 (reg.) Pontiac 26½hp utility reconditioned costing £145 1952, impressive, fast, reliable; nearest £175.—Tel. Windsor 1974. [C758]

1952 Bradford de luxe utility, new, unregistered, same specification as 1953 models; reduced to £275.—A. & R. Thomas, Central Garages, Kempston, Bedford. Kempston 2207. [C704]

HILLMAN Minx Phase 2 utility, ex-W.D., body, engine and chassis completely reconditioned, new tyres, grey, smart car, as new; £350.—Hollbrook Motor Co., Ltd., Hill Rise, Richmond, Surrey. Tel. 4014. [C2088]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

BRADFORD utilities for sale serviced by us; main agents since 1922.—Hunting's Motor Exchange, Bonnersfield Lane Harrow. Tel. 6225-6. (0621/R)

1950 (Feb.), one owner, 15,000 miles, Bedford 7-seater Dupleon by Martin Walter, in most excellent condition throughout, thoroughly recommended; £450.—Bus service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1165. (C1016)

ROWLAND Smith's Ltd. Utility cars wanted.—Hamstead High St., Hampstead 1001; Ham. 6041. (0935/R)

WHY accept less for your utility when you get its full market value, subject to inspection, from Ferraris of Crickwood, Ltd., 200-220, Crickwood Broadway, N.W.2. G.A. 2234. (W2006)

VAUXHALL 10

WANSTEAD MOTORS, Ltd., offer:—

1947 Vauxhall 10, black, loose covers, reconditioned engine, £375.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. (C3042)

1938 Vauxhall 10 de luxe saloon finished black with maroon leather interior and new carpets to match, recently fitted works-reconditioned engine, new battery, excellent tyres, a really excellent model with a genuine 45 m.p.g., £475, terms.

MAIDSTONE ENGINEERING CO., Cross St., Fendition, Maidstone, 6, Maidstone. Pen. 3457. (C5030)

VAUXHALL 12

C.M.J. CAR SALES (Tr. 6623) offer:—

1946 Vauxhall 12 4-door saloon, engine overhauled; £385.

THREE months' guarantee; terms; list on application—Swiss Cottage, Finchley Rd. N.W.3. (C1051)

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 451-2, offer:—

1946 Vauxhall 12 4-door saloon, black, brown leather, heater, one owner, moderate mileage, excellent order; £395. (C1001)

1948 Vauxhall 12 saloon, loose covers, nice condition; £425.—Wembley Court Motors, High Rd., Wembley 878/8. (C4050)

£365—Rare and beautiful 1947 Vauxhall 12 de luxe saloon; no expense has ever been spared to maintain this vehicle in 100% condition; the finest specimen we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. (C2952)

VAUXHALL 14

DICKS.

1946 Vauxhall 14 saloon, fitted radio, heater, un-matched, £395.

1940 Vauxhall 14 saloon, most attractive condition; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex 6985-9. (C1072)

SILBORNE (MAYFAIR), Ltd., offer:—

1947 Vauxhall 14 saloon, in excellent order, £395. 82 Park St., W.1. Mayfair 4733/5. (C3519)

£80 deposit or £240.—1939 Vauxhall 14 J type saloon, guaranteed, £260.

£50 deposit or £150.—1935 Vauxhall 14 de luxe, guaranteed; payments.—Oldfield, 398, Kensington High St., W.14. Wes. 6631. (C3029)

1948 Vauxhall 14 J saloon, black; £475.—C.A. 2029

1946 Vauxhall 14 saloon, new engine, superb condition, £375.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (C1026)

VAUXHALL 1946 (Nov.) 14hp saloon, reconditioned engine, heater, loose covers, two Lucas spot lights, well maintained; £425.—"Tree Tops," Puttenham, 284 Guildford. (7345)

£295—1939 Vauxhall 14 J-type, original paintwork equal to post-war model, maintained by makers; terms; exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2981. (C2031)

A 1934 Vauxhall 14 saloon which can be recommended, a private owner, low mileage, new tyres, etc., £125, h.p. and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8994. (C3059)

£398—Vauxhall 14-6 J touring saloon, incorporated luggage boot, 1946-7, in magnificent condition, all fittings and appearance new, leather interior, tyres as new, better than most 1952's; choice 4 other Vauxhalls, £198 to £465; many others; exchanges, H.P.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 3066-7. (50 rds Holland Park Tube). Exchanges, H.P. (C1017)

VAUXHALL 14 Cars Wanted

R REQUIRED immediately, good Vauxhall up to 14hp, —G Edwards, Asenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

WANTED privately, immediate cash for best Vauxhall 14, 1939 to '47.—Send particulars of price, year, condition, colour, where seen, etc., to Brose 88, Goldings Rd., Loughton, Essex. Tel. Loughton 4620. (7320)

VAUXHALL WYVERN & VELOX

B. J. HUNTER, Ltd., offer:—

1950 Vauxhall Wyvern saloon, most economical, low mileage; £59.

B. J. HUNTER, Ltd., 28 Crickwood Broadway, N.W.2. Tel. Grafton 6303. (C2040)

TOM GARNER, Ltd., offer:—

1952 Vauxhall Velox saloon, black with brown upholstery, heater, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9855-7. (C202)

WARWICK WRIGHT, Ltd., offer:—

1951 Vauxhall Wyvern saloon, black, 500 miles; £475.

WARWICK WRIGHT, Ltd., 190, New Bond St., W.1. Mayfair 9761. (C4045)

1951 Vauxhall Velox, radio, heater, one owner, immaculate; £655.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6915. (7511)

VAUXHALL WYVERN & VELOX

CLANFIELD LAWRENCE offer:—

1950 (September) Vauxhall Wyvern saloon, one owner, heater, radio, etc., 19,000 miles only, magnificent example; £355.—407, High Rd., N.12, Finchley 0091. (C2053)

W. J. BROWN, Ltd., used Ford specialists.

1952 Vauxhall Velox saloon, black, grey and maroon upholstery, heater and demister, square engine, 5,000 miles, completely as new; £450.

W. J. BROWN, Ltd., established over 30 years, 339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

BURGE & INGLIS (MOTORS), Ltd., Willesden 4869.

1952 Velox, grey and burgundy, radio, heater, roll plated and panel seat covers, fitted tool d splay, chrome plated engine, award winner 1952, "Daily Express" Concours d'Elegance; exchange preferred for late low mileage X K 120, must be perfect.—38-52, Dudden Hill Lane, N.W.10. (C4017)

1951 (February) Vauxhall Velox saloon, exceptional condition; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (C5023)

1950 model Wyvern, blue, brown leather, beautifully clean, one owner, £475.—Bruce Francis, 81, Cromwell Mews, South Kensington, W.8. 0515. (C2014)

1951 (Nov.) Vauxhall Velox, blue, new styling, 3,200 miles only, as new; £790.—Webster, 5, Stalbridge Ave., Liverpool, 18. Sefton Park 439. (C695)

1951 (September) Vauxhall Velox 58 series, navy blue, as new, 6,000 miles only, heater and demister; £795.—Marshall, 66, Dale Hall Lane, Ipswich. (7273)

1951 Vauxhall Wyvern saloon, black with brown leather, heater and other extras, 7,300 miles; £665.—Strattons, Ltd., 40, Berkeley St., W.1. Mayfair 4304. (C4022)

KENTISH & THOMSON, Ltd., offer 1952 Vauxhall Velox E-type saloon, green, radio, seat covers, 5,795.—564, Wickham Rd., Croydon, Springpark 3477. (C2047)

WYVERN 1948, black, very clean, choice of several. Velox, 1949, finished grey.—Arlington Motor Co. Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2761. (C295)

1950 Vauxhall Velox, almond green, low mileage, immaculate condition; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2735/570. (C1014)

1951 Wyvern 12hp de luxe saloon, black with brown leather, radio, heater, link mats, windscreen, washer, etc., etc., one owner, an exceptionally good car; £590.—Robbins, East Putney, Tel. 4591. (7413)

PRIDE & CLARKE, Ltd., 1949 Vauxhall Wyvern saloon, green, loose covers, one owner, heater, radio; £499; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.5. Brixton 6251. (7295)

1950 (June) Vauxhall Wyvern, in bluish grey, hide interior, exceptional condition, small mileage; £525; consider exchange.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42131. (C4027)

GARAGE SERVICE CO., Ltd.—1950 (October) Wyvern, one owner, 16,000 miles, metallic chrome green with heater; £555.—108, Finchley Rd. (Temple Fortune), Golders Green N.W.11. Speedwell 8692. (C2019)

VAUXHALL Velox, registered Dec. '48, one owner; excellent condition, heater, fog lamp, regularly serviced; good tyres, new battery, taxed Dec. '52, £450 or nearest offer.—Tel. Abbey 5755 before 5.30 p.m. (7476)

1951 (Sept.) Velox 12hp late (E) type saloon, black, lawn interior, heater, screen washer, fog lamp, tailored seat covers, etc., genuine 10,000 miles, car almost as new throughout; £775.—Robbins, East Putney, Tel. 4591. (7416)

1949 Vauxhall Velox, black with brown leather, no mileage since complete overhaul heater and radio, excellent appearance; only £500 cash or terms.—Broadway Motor Co., 5-13, Russell Rd., Wembley, S.W.19. Liberty 2494. (7514)

1952 model Vauxhall Velox E type, green metallic chrome finish, in immaculate condition, fitted with over £50 worth of accessories including heater, screen spray, seat covers, fog light, etc., taxed year, low mileage, one private owner, £750.—Iron Bridge Service Depot, South Rd., Southall 2855. (7537)

VAUXHALL Wyvern & Velox Cars Wanted

1952 Wyvern or Velox wanted privately.—Adams, 685, Durham Rd., Gateshead-on-Tyne, Tel. 75532. (6255)

VAUXHALL 25

1937 Vauxhall 25 saloon, black, brown hide, magnificent condition throughout, £185; or exchange, h.p. available. Croxhill, Glen Cottage, Broxmore Common, Newbury 599. (7477)

1937 Wingham Cabriolet 25hp Vauxhall, one owner, total mileage 45,000, new within last 18 months, engine, battery, steering gear, brakes, spriars and 2 retired tyres, thoroughly good car, no defects, what offers?—Box 4836. (7221)

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalla.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6 Berkeley Sq. W.1 Grosvenor 4328 (0017/R)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines) Vauxhall main dealers.

1948 Vauxhall 12, blue, brown upholstery, sunshine roof, mechanically sound.

1939 Vauxhall 10, black, red leather, very good tyres and mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock.

A.H.M.L. will purchase for cash all Vauxhall cars, including latest models. (C2052)

VAUXHALL MISCELLANEOUS

RAYMOND WAY, Seven Kings Branch.

1939 Vauxhall 10 4-door de luxe saloon, resprayed, Amalgam green, Regency check covers, works maintained; £229.

1939 Vauxhall 12 4-door de luxe saloon, with brown leather, 4 new tyres, twin spotlights, new carpets; 2499s.

1939 Vauxhall 14 J type saloon, black with brown leather, many '47 features, spotless; 2799s.

RAYMOND WAY, The Hire Purchase Specialists.

RAYMOND WAY MOTORS, Ltd., 773, High Rd., Seven Kings, Essex. Seven Kings 4066. (7424)

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737—Gregory's of Uxbridge. (0089/R)

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9897) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (0283/R)

Vauxhall Miscellaneous Cars Wanted

C THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. (0075/R)

S SHAW & KILBURN, Ltd., Vauxhall main dealers.

W WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq. W.1. Grosvenor 4328. (0018/R)

ROWLAND SMITH'S

ROWLAND SMITH'S, the Vauxhall buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0994/R)

LATEST type Vauxhall wanted.—132, Hinton Avenue Hounslow 7577. (W205)

ALRINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. (0812/R)

7-SEATERS private 1937/8/9 Limousines required cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2841. (14 1008)

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Colly's Garage Ltd., 111a, Earis Court Rd., S.W.5. Fro. 0063. (0479/R)

URGENTLY required post- and pre-war Vauxhalla cash immediately.—Hamilton Motors (Ldn.) Ltd. Vauxhall main dealers, 466-490, Edgware Rd., London W.2. Call, write or tel. Paddington 0022. (W2032/R)

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to suit Vauxhall or Bedford at:—

BEDFORD House, 350-352, London Rd., Croydon, Tel. Thornton Heath 5276 (14 lines). (0805/R)

BROADWAY MOTOR CO.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 5-13, Russell Rd., Wembley, S.W.19. Liberty 2494-5. Stores: Liberty 6568. Grams: Autopare, Wembley, London. (0635/R)

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Wilmore Rd., Bromley Kent, Rav. 5456-7-8-9. (0994/R)

VETERAN CARS

WELHAM, Veteran Car Specialists, Burbiton Hill Rd., Burbiton, Elmbridge 1675.—Buy and sell pre-1914 (0801/R)

VOLKSWAGEN

COLBORNE GARAGE, Ltd.

THE Volkswagen People.—We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc., our workshops are fully equipped for all types of repairs in connection with this vehicle.

COLBORNE GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. (0373/R)

Volkswagen Cars Wanted

VOLKSWAGEN required for cash.—Richards & Carr, 25, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W5045)

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair) 2351 and Dorset House (Wellbeck 7899) branches have factory trained mechanics and offer you full service with repair and parts facilities. (0655/R)

Willis-Overland Spares and Service

JACK OLDING & Co., Ltd., Willis-Overland distributors for the United Kingdom.—6-10, North Audley St., Mayfair 5342. (85050/R)

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1949 6/80 saloon, black, 20,000 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.5 (Fitzman 8181). (C4046)

NEWNHAMS, Ltd.

1951 Wolseley 6/80 saloon, green, one owner, excellent condition; £695.

NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. (C3024)

1936 Wolseley 12 saloon, excellent condition; £175.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. (03005)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

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A CRES offer:—
1949 Wolseley 6/60 saloon, finished in maroon with red leather upholstery, many extras including heater and radio, speedo reading 22,000 miles, undoubtedly genuine, carefully used and maintained, our price £545.
A CRES AUTOS, Ltd., 135, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Asot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002]

CHARLES POLLETT, Ltd., offer:—
1950 (Oct.) Wolseley 4/50 sal., beige, one owner, 9,924 miles only, really outstanding car, loose covers fitted since new; £725.
18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnedale
 Yard, off Elgin Ave., W.9. Cunningham 5956.

HENDON CENTRAL GARAGE, Ltd., offer:—
1937 Wolseley 14 saloon, one owner, since new; £225.
1938 Wolseley 14 saloon, new engine fitted 6,000 miles ago, in very good condition throughout; £235.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8094-5. [C2054]

1948 model Wolseley 8hp 4-door saloon de luxe, immaculate condition.—£445.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004/1]

1947 Wolseley 14 saloon de luxe, black, brown leather upholstery, beautifully kept; £450.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004]

£100—1936 Wolseley 14 saloon.—Apply, "Bryn Tyron," Parsonage Rd., Hornham, Sussex, 7400. [C5000]

1939 Wolseley 14 really nice car; £285.—Salcott Motors, 1a, Salcott Rd., S.W.11. Battersea 1167.
£135—1937 Wolseley 10 de luxe saloon; terms.—Autospins, 5, Balham High Rd., Balham 1509. [C1009]

BEARTE, of Kingston, Wolseley distributors.—Spare parts and repairs.—102, London Rd., Kingston, Tel. 3548. [C0933/R]

1951 (Feb.) Wolseley 6/60 saloon, 14,000 miles, faultless, £675; exchange entertained.—Ernest Sutton, Weybridge 220. [C4023]

1950 Wolseley 6/60 black, brown leather, in excellent condition; one owner, full warranty; £625.—Haskins, Leadbroke 1155. [C3087]

1936 Wolseley 6/14, rebored, repainted, new tyres, £230 overhaul, bills available, excellent condition; offers over £150.—Box 4730. [C1216]

1938 Wolseley 14hp saloon, one owner, finished black, excellent order throughout; £225.—Below.
1939 Wolseley 14 saloon, excellent condition throughout; £275.
LYNE FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [C3056]

1936 Wolseley Wasp 5hp, sound condition, new battery, good tyres, re-sleeved engine; £155.—Denkin, 85, Stanhope Mews East, South Kensington, Tel. Epsom 635. [C1757]

1950 (October) Wolseley 4-50 saloon, black and brown leather, small mileage, like new; £650.—Roya Motors, Ltd., 75, Albany St., N.W.1. Euston 6994. [C7416]

1949 (Oct.) Wolseley 4/50 saloon, one owner, fitted heater, excellent condition throughout; £575; terms, exchange.—Bradstock Motors, Chace Rd., Epsom, Tel. Epsom 635. [C7533]

£195—£65 deposit.—1937 Wolseley 14 de luxe saloon, black brown hide, recent new engine, very clean, unrepentable bargain.—Bray Motors, 180, 184, West End Lane, N.W.6. Hampstead 4440. [C1094]

1939 25hp saloon with division, total genuine mileage 41,444 new engine at 36,533; fit all new heavy-duty tyres, mechanically perfect, paint immaculate; snip, £250.—Campbell Symonds, Wembley 6202. [C1037]

19000 miles, 10hp Wolseley saloon, 1947 model, black with brown leather upholstery, kept in new condition, terms, exchange.—G. S. Hall Ltd., 802, King St., Hammersmith, W.6. Riverside 2881. [C2031]

WOLSELEY
1950 model Wolseley 6/60 saloon, stone colour, heater, low mileage; £575.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey, Tel. Molesey 4371; showroom Molesey 6199. [C3037]

£495—Magnificent 1948 Wolseley 14 de luxe saloon, only one ownership has maintained this vehicle perfectly, look at it, it's magnificent; drive it, it's outstanding; the finest example we have ever had; 3 months' guarantee; hire purchase, exchange.
LAMBES, Finchley Showrooms, 431 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2062]

Wolseley 4/50 Cars Wanted
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T THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R]

C M
T THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Ory. 3434. [0722/R]

Wolseley 6/60 Cars Wanted
C M
T THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Ory. 3434. [0722/R]

Wolseley Cars Wanted
R S
R ROWLAND SMITH'S, the Wolseley buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [0995/R]

WOLSELEY 18, post-war, wanted by private purchaser; details and price to—Box 4639. [17279]

PRIVATELY—1948 Wolseley 6, low mileage, first-class condition essential.—Box 4577. [17304]

WOLSELEY 12 d/h coupe or saloon, 1946.—Allen, "Rozel," New Milton, Hants. [17326]

BLAKES, Wolseley distributors, will purchase any Wolseley car.—110 Bold St., Liverpool 1. Tel. Royal 6622. [17337]

H. F. EDWARDS urgently require good Wolseley for immediate cash; distance no object.—Details please to 200, Gt. Portland St., London, W.1. Langham 0012. [172005]

Wolseley Spares and Service
WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R]

REPAIRS, reconditioned guaranteed gear boxes, new gears.—10, Winchester Mews, N.W.3. Pri. 6159. [0707/R]

LARGEST and quicker spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4456. [0207]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0583]

W. E. WATKINS, Ltd., Chelsea Manor St., W.8. [0583]

R. HARDY & SON, 55, Marylebone High St., W.1. [0577/R]

R. WELBECK 1101—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R]

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RAYMOND WAY, the hire purchase specialists.
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NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 3272. Open 9-6 p.m. each week-day, including Saturday. [W3022/R]

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AMELANCE, new and used large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022]

1935 Humber 24hp maroon ambulance, streamline, double stretcher, engine reconditioned; £250.—J. Allen & Sons, 52, Bridge St., Belper, N.7. [17272]

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This section closes for press at 10.0 a.m. on Fridays

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NEWHAMS, Ltd.
1952 Jowett Bradford lorry, 500 miles only; £375. only; £375.
1952 Jowett Bradford van, plain finish, 500 miles only; £375. only; £375.

NEWHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

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1949 A40 pick-up truck, 39,000 miles, one owner; £275.
USSELL MOTORS (KNIGHTSBRODER), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3080]

JACK ROSE, Ltd., offer:—
1952 A70 pick-up, guaranteed 12,000 miles, fitted with utility body when delivered; accept £545.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056]

BLUE STAR GARAGES, Ltd., offer:—
NEW Standard Vanguard pick-up; £325.—63, Fortune Green Rd., West Hampstead, N.W.8. Ham. 2211. [M4031]

5-cwt Ford van, Sept. 1950; £385 or offers.—Western 5867. [17297]

NEW Thames 5-cwt and 10-cwt vans available immediately.
ARTHUR E. GOULD, Ltd., 290-2, Regent St., W.1. Tel. Langham 1984-5. [0109/R]

LYNE FRANK & WAGSTAFF, Ltd., offer:—
1938 Morris 10-cwt van, reconditioned throughout, finished in any colour to choice; choice of four; £200.
LYNE FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2056]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
NEW Austin A70 pick-up truck for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd. Enfield, Howard 1631. [M4009]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. [M4009]

STANDARD 12-cwt pick-up truck, latest type, new, unregistered; immediate delivery; also 1949 model. [M1001]

1948 Bradford 10-cwt van, one owner-driver, superb condition; £225.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [M4055]

FORDSON van 10-cwt 1949, perfect condition, new engine; £375.—Apolo Johnson, 25, Hildroo Crescent, W.7. [17376]

1948 12-cwt Bedford van (unlabeled), ex-P.L.A.; £295.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022]

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonners Road Lane, Harrow. Tel. 6225-6. [0284/R]

FURNITURE pantechnicon for sale, Fordson 6-cylinder, very small mileage and well looked after, metal Luton body.—Godfrey, 11, Seaside Rd., Eastbourne. [6898]

1948 Fordson 5hp van, as new, bumpers, trafficators, extra seat, 8 windows; £295.—Saxons, 26, Queensway, W.2. Baywater 0136. [M3019]

JOWETT main agents for the Bradford 8-10-cwt vans and light trucks.—Saxons Jeffries Ltd., 32, Wilmslow Rd., Didsbury, Manchester 20. Tel. Didsbury 3466. [0340/R]

1951 (October 2nd) Fordson 10-cwt plain van, primer, one owner, unblemished, 1,532 miles; £432.—144, Golders Green Rd., N.W.11. Speedwell 0012. [M4004]

GOY ALFRED & Co., Ltd.: 1951 Morris 15.20-cwt van, plain finish, superb order; 1950 Bedford 20-cwt van, plain black, 12,000 miles, as new; 1945 Commer 25.30-cwt van, plain finish, side order.—6-7, Warren St., W.1. Euston 3268. [M1005]

FIRST imported in country 1950 (not ex-W.D.), Ford the pick-up, fitted detachable top, very smart appearance, exceptional condition throughout; £385.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

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PRIDE & CLARKE, Ltd.—Caravans for home or holiday. Agents for Berkeley, Willerby, Rippon, Alpers, etc. terms over 3 years, sites available. —237, Brixton Hill, S.W.2. Tel. 3664/5. [0737/R]

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SERVICE: Barnsdale Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7-8. [0507/R]

KINGSTON-ON-THAMES: Alvis Sales and Service.—Q. W. Wilkin, Ltd. 1, Weston Park. [N4053/R] 2241-2.

MANCHESTER—Alvis main agents; sales and service.—A. Freeman, Ltd. Grosvenor Garage, Burnage Lane Mcr. 19. Rua 2874-5. [0825/R]

ALVIS.—The new 3-litre saloon and drop head coupe are available for early delivery at the distributors and service specialists.—Arnold G. Wilson, Ltd., 222, Harrogate Rd., Leeds, 7. Tel. 44751. [16554]

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HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and West Cheshire. Tel. Blackfriars 7943. [0603/R]

FOR immediate delivery.—New Armstrong Whitley saloon, finished black.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [15678]

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SHEERLINE, choice of two available immediately.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [N2035]

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7. Kensington 2468. [0710/R]

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GARAGE SERVICE Co., Ltd., Austin Agents, for immediate delivery Austin Hereford, black, with sliding roof.—1091, Finchley Rd. (Temple Fortune) Golders Green, N.W.11. Speedwell 6652. [N2019]

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1953 Bonds, Sharp's commercials, Minicars and Minivans for immediate delivery; new G type Bond approximately 14 days delivery; special offer of Bond new and unregistered 1953 B type Minicars at the greatly reduced price of £289/7/8, including purchase tax; cars, motor cycles, etc., willingly taken in exchange.—Kilburn Bridge, N.W.6. Maiden Vale 6044 (20 lines). [0650/R]

BOND MINICAR distributors; see, try, pay deposit and drive away in the world's most economical light car; all the latest models from £287/8/4, or £299/8/4 deposit, balance over 18 months, exchanges welcomed.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0663/R]

BRISTOL

A.F.N., Ltd.

OFFICIAL Bristol retailers.

FALCON Works, London Rd., Isleworth. Tel. Nounesow 0011. [N4015/R]

KEVILL, DAVIES & MARCHE, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Orme, 2563. [0295/R]

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0752/R]

BRISTOL, in the Western Counties new and used models service and spares, advantageous delivery new cars; sole distributors.—Charles Crickthorn Motors, The Centre, Bristol, Tel. 25280. [0351/R]

ANTHONY CROOK.—Latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Osterham Hill, Surrey, Tel. 2232-3. [0354/R]

BUICK

BUICK—Sole concessionaires, Lendrum & Hartman, Ltd. Buick House, Albemarle St., London, W.1. Tel. Regent 7121. [0598/R]

CADILLAC

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd. Buick House, Albemarle St., London, W.1. Regent 7121. [0526/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Pancras, W.C.2, Temple Bar 1999. [01087/R]

NEW CARS FOR SALE

- ACE.**
ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.
NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Edgar 5585 (5 lines). [N1000]
- CITROEN**—Immediate or early delivery; official agents: full service facilities.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [N4035]
- DAIMLER**
KINGSTON-ON-THAMES,—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R]
- DAIMLER**—Coventry & Jeffs, Ltd., distributors for North Somerset, South Gloucestershire and Wiltshire; reasonable delivery; demonstrator available; enquiries welcomed.—Bristol 20091. [0655/R]
- DELAGE**
SELBORNE (MAYFAIR), Ltd.—Concessionaires for O. B. Brit. Empire, U.S.A.—82 Park St., W.1. [0661/R]
- DELAHAYE**
SELBORNE (MAYFAIR), Ltd.—Concessionaires for O. B. Brit. Empire, U.S.A.—82 Park St., W.1. [0662/R]
- FORD**
DAENHAM MOTORS, Ltd., Ford main dealers.
56, Park Lane, W.1. Regent 4866, 574, Ealing Rd., Alperton, Middx. Perivale 5588, And 8 and 12, Sangleys Rd., Catford, S.E.5. Hither Green 4821. [N1066]
- ORDERS** accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brl. 6251. [0734/R]
- STEARNS & Co. Ltd.** (St. George's Garage), 250, Brompton Rd. Kensington 0081. Sales and Service. [0640]
- FORD** Anglia or Prefect, immediate delivery.—The Goldings Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basinsgrove, Bes. 241. [7208]
- FORD**: immediate or early delivery; official agents: full service facilities.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [N4035]
- YOU** couldn't do better than secure your new Ford now: Anglia, Prefect, Consul, Zephyr saloons available; full market value for your present car subject to inspection.
- FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. [N2008]
- ARTHUR E. GOULD, Ltd.**, main Ford dealers; sale. A Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1524-5. Service: Minerva House, Chisney St. W.C.1. Museum 6073. [0656/R]
- F. H. PEACOCK, Ltd.**, main Ford dealers.—Sales and service coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Ford Rd., Folkestone. Folkestone 51222 (2 lines). [0096/R]
- FRAZER NASH**
REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Mille Miglia models, should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0478/R]
- HEALEY**
IN stock for immediate delivery:—
BRAND new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery; also Tickford sports saloon for quick delivery.
J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795-6. [7708]
- HEALEY** Tickford saloon for immediate delivery; any car taken in part exchange.—Rose & Young, Ltd., 65-68, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 5464. [N3057]
- HILLMAN**
BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [0411]
- ORDERS** taken for Hillman Minx, favourable delivery.—Rolf & Sons, Ltd., Romsey 3185-6-7. [5672]
- NEW** 1953 saloons; delivery ex stock.—Regal Garage, Ltd., 814, Old Kent Rd., S.E.15. New Cross 4265. [06573]
- HILLMAN** Minx drop head coupe, choice of colour, new, unregistered; list price.—John Trigg, Ltd., Esher 1254. [N4033]
- YOU** couldn't do better than secure your new Hillman now: Minx saloons available; full market value for your present car subject to inspection.
- FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. [N2008]
- NEW** 1953 Hillman Minx saloons and coupes; delivery ex stock; exchange and hire purchase.—R. S. Mead (Sales), Ltd., 42 Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N3011]
- H.R.G.**
HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and Service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R]
- HUMBER**
1953 Humber Hawk saloon, delivery ex stock.—Regal Garage, Ltd., 814, Old Kent Rd., S.E.15. [06574]
- ORDERS** taken for new Humber Hawk and Super Snipe, a favourite delivery.—Rolf & Sons, Ltd., Romsey 3185-6-7. [5670]
- FOR** early delivery of Humber Super Snipe and Humber Hawk.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N3011]
- HENLYS, Ltd.**
ENGLAND'S largest Jaguar distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House 385, Euston Rd., N.W.1. (Euston 4444.)
MANCHESTER 1-5, Peter St. (Blackfriars 7845.) [0153/R]
- COOMBS & SONE (GUILDFORD), Ltd.**, for Jaguar sales and service.
MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R]
- JOWETT**
JOWETT Sales and Service.
CLARKE'S OF PIRBRIGHT, automobile engineers.—Pirbright, Surrey, Tel. Brookwood 2201-2-3. [0279/R]
- ARNOLDS OF MANCHESTER**
DISTRIBUTORS for Jowett Javelin cars and Bradford vans; sales and service.
DEMONSTRATION car available.
WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. Tel. Ardwick 4361. [0519/R]
- HAROLD RADFORD & Co., Ltd.**
JAVELIN and Bradford main agents.
SALES and Service.
HAROLD RADFORD & Co., Ltd., Melton Court, 8th Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R]
- COME** to the specialists for anything Jowett.
OPEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1081/R. [0581/R]
- JOWETT** Jupiter convertible for immediate delivery.—Shaw Motors, Ltd., 656-678, Garratt Lane, London, S.W.17. Wlm. 3051-2. [N4008]
- JOWETT** main agents for Manchester.—Saxon Jefferies, Ltd., 22, Wilmshol Rd., Didsbury, Manchester, 20. Tel. Dld. 3446, 5340. Spares in stock. [0342/R]
- WIMBUSH & Co., Ltd.**, Headfort Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0159. Prompt delivery; sales Abbey 6896. [0167/R]
- RED CIRCLE, Ltd.**—Main agents for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R]
- KINGSTON-ON-THAMES**—Distributors for Javelin Jupiter Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R]
- TRINITY CARS, Ltd.**, Jowett main agents for immediate delivery of Javelins, Jupiter and Bradfords, demonstration cars available.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4043/R]
- EDINBURGH**—Jowett Javelin and Jupiter cars and Bradford commercials vehicles; full range of spares, quick service.—Eastern Motor Co., Ltd., Main Agents, 52, George St., Edinburgh. Tel. Central 6284. [0269/R]
- CARR BROS. GARAGES**, Head Office, Brighton Rd., Purley, Surrey, offer greatest attraction on delivery; deferred payments; service after sales on any of the Jowett range; demonstrations anywhere without obligation; part exchanges.—Tel. Upands 481-2. [0275/R]
- KAISER-FRAZER**
KAISER-FRAZER sales and service, Corps Diplomatique supplied for sterling; prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0509/R]
- LAGONDA**
J. BLAKE & Co., Ltd.
LAGONDA distributors.
OFFER for immediate delivery:—
LAGONDA saloon; part exchange considered.
J. BLAKE & Co., Ltd., 110, Bold St., Liverpool. 'Grams Autocar, Liverpool. Tel. Royal 8622 (10 lines).
HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [N3047/R]
- PIPPBROOK GARAGE**—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking 581-1. [0159]
- LANCHESTER**
KINGSTON-ON-THAMES—Lanchester sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R]
- LEA-FRANCIS**
WEST Yorkshire distributors of Lea-Francis cars.—Marley (Halifax), Ltd., King's Cross Rd., Halifax, Tel. 5044.
J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—150, Deansgate, Manchester. Tel. Deansgate 4795. [0043/R]
- LEA-FRANCIS** Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms, 221, High St., Deritend, 13. Works: 106, Alcester Rd., Moseley, 13. [0781/R]
- SOUTH WALES**—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence Ltd., 2 City Rd., Cardiff (Tel. 20531). [0863/R]
- MORGAN**
W. M. WEBSTER OF CREWE
IMMEDIATE delivery, one only 2-seater plus, Four Morgan, colour red, send for full specification; total price £280/7/9.
W. M. WEBSTER OF CREWE, Mill St., Crewe, Cheshire, Tel. Crewe 2061. [0655]
- BASIL ROY, Ltd.**, Morgan distributors, orders now accepted, new Plus 4 2-seater chassis, immediate delivery.—161, Gt. Portland St., W.1. Langham 7753. [0510/R]
- MORGAN** Plus-Four distributors; send a.s.e. for full specification; a new Plus-Four 2-seater chassis only for early delivery.—Motourists (London), Ltd., Gt. North Rd. East Finchley Station, N.2. Tudor 2301-2. [N3018/R]
- 1953** immediate delivery Morgan Plus Four, one only, 2-seater tourer, in red; £265 plus £315 7s 9d p.t.; exchange and terms.—Conway Motors, 299-309, Goldhawk Rd., Shepherds Bush, W.12. Tel. Riverside 4872. [7409]
- MORRIS**
ORDERS accepted for favourable delivery.—Friede & Clarke, Ltd., Stockwell Rd., S.W.9. Brl. 6251. [0735/R]
- STEARNS & Co. Ltd.** (St. George's Garage), 250, Brompton Rd. Kensington 0081. Sales and Service. [0641]
- WARDS**, of Putney.—Morris main dealers; sales service and spares.—38, Felsham Rd., S.W.15. Putney 6060. [N4044]
- YOU** couldn't do better than secure your new Morris now: Minor and Oxford saloons available; full market value for your present car subject to inspection.
- FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. [N2008]
- NASH**
NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R]
- OLDSMOBILE**
DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0882/R]
- OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 6603.) Service Workshops and Spare Parts, 7, Pennington Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7.) [0257/R]
- OPEL**
LANCASHIRE and Cheshire distributors for Opel sales, service and spares.
GROSVENOR GARAGE, Burnage Lane, Manchester. 13. Rus. 2874-5. [0199/R]
- PACKARD**
SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0750/R]
- PEUGEOT**
TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5363. [0896/R]
- PONTIAC**
PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Arcot, Berks. [0950/R]
- PORSCHE**
COLBORNE GARAGE, Ltd., Ripley, Surrey.
SOLE concessionaires for Porsche car Great Britain, new cars available to Corps Diplomats, U.S. Forces and overseas visitors.—Tel. Ripley 2361. Cables: Colburnwagen London. [0572/R]
- RENAULT**
IMMEDIATE delivery one only new Renault 750 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834.
RENAULT distributors for Birmingham.—Henry Garner, Ltd., Showrooms, 221, High St., Deritend, 13. Works: 120, Alcester Rd., Moseley, 13. [0003/R]
- METROPOLIS GARAGES, Ltd.**, the Renault distributors, for sales, service and spare parts for all models.—1-31, Macleod Rd. (Olympia), W.14. Rus. 5385-6-7. [0626]
- RILEY**
ROUNDABOUT offer:—
NEW Riley 1½-litre saloon, colour black with brown upholstery, immediate delivery at manufacturer's list price.
ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3056]
- 1½**-litre, delivery ex stock, one only.—Montrose 12 Motors, Wembley 2636. [0765/R]
- IMMEDIATE** delivery new Riley 1½-litre saloon, colour maroon, fitted heater; list price.—Rolf & Sons, Ltd., Romsey 3185-6-7. [5666]
- ROLLS-ROYCE**
CAR MART, Ltd.
OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [N1039/R]
- DAVID ROSENFELD, Ltd.**
OFFICIAL Manchester Rolls-Royce and Bentley retailers.
SHOWROOMS 1/5, Peter St., Manchester, 2.
PHONE: Blackfriars 4942.
SERVICE station: Cheetham Hill Rd.
MANCHESTER 8 Tel. Blackfriars 2302. [0561/R]

NEW CARS FOR SALE

ROLLS-ROYCE

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0620/R]

JACK OLDING OF MAYFAIR, Official Rolls-Royce & Bentley Retailers, can offer new Silver Wraith cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [N3030]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork. Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's Leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). [0154/R]

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0580/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage Guildford 62907-9. [0245/R]

CROYDON.—Main agents. Leathwood's Garage, Ltd., 205, St. James's Rd., Croydon, Tho. 1222. [0063/R]

STEARNS & Co., Ltd. (St. George's Garage), 250, Bromley Rd., Kennington 0061. Sales and Service. [0643]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; sales and service.—Tel. 4444. [0014/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R]

ROSENFELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. [0064/R]

PLYMOUTH, S. Devon, E. Cornwall.—R. Hamm & Co., Rover distributors, service and spare specialists, Alexandra Rd., Plymouth. Tel. 5055. [0001/R]

SINGER

SM 1500 Saloons and SM Roadsters, 1953 models, quick delivery.

DISTRIBUTORS—G. E. Lawrence (Motors), Ltd., New St. Garage, Askebury, Tel. 568. [0726/R]

SINGER.—Birmingham and Midlands distributors.

HENRY Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alomster Rd., Mowley 15. [0164/R]

STANDARD

SALES, service, spares.

STANDARD and Triumph distributors for Croydon.

Purley Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Gro 8088/9. [0026/R]

STANDARD

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER immediate delivery with service on the spot: day and night garage.—Berkeley Square, London, W.1. Gro. 4343. [0940/R]

NEW Standard Vanguard, black; £794/16/8; immediate delivery.

JOHN WILSON AUTOS, Ltd., Banderstead Rd., South Croydon. Banderstead 4260. [N4005]

STEARNS & Co., Ltd. (St. George's Garage), 250, Bromley Rd., Kennington 0061. Sales and Service. [0643]

NEW unregistered Standard Vanguard saloon, blue, fitted heater, 11. price—Rofe & Sons. [0569]

PRIDE & CLARKE, Ltd., offer immediate delivery of Vanguards; choice of colour.—237, Brixton Hl., S.W.2. Tel. 5664/5. [0743/R]

K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0030/R]

YOU couldn't do better than secure your new Standard now. Vanguard saloons available; full market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. [N2008]

STANDARD: immediate or early delivery; official agents: full service facilities.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4574. [N4035]

STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lambert Engineering Co., Ltd., 59-63, Eden St., Kingston. Tel. Kingston 315. [0062/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 383, Euston Rd., N.W.1. Tel. 4444. Spares for all models.

Hayley Cres., Camden Town. Qui. 4141. [0091/R]

SUNBEAM-TALBOT

IMMEDIATE delivery new 1953 model Sunbeam-Talbot saloon—Rofe & Sons, Ltd., Romsey 3185-6-7. [0567]

SUNBEAM-TALBOT drop head coupe, Alpine mist, new, unregistered; list price.—John Trize, Ltd., Esher 1254. [N4033]

IMMEDIATE delivery, one Sunbeam-Talbot, black/awn upholstery; £1,347/1/1.—Holland & Hollinshead, Alaser, Stoke-on-Trent. Tel. Alaser 408/7. [0162]

IMMEDIATE delivery of new Mark IIa Sunbeam-Talbot saloon, finished in gunmetal grey with grey leather upholstery, other colour schemes to special order; list price plus purchase tax, £1,347/1/1.

BREW BROTHERS, Ltd., 183, Old Brompton Rd., B.S.W.7. Kennington 2468. [0351]

TRIUMPH

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER immediate delivery with service on the spot: day and night garage.—Berkeley Square, London, W.1. Gro. 4343. [0656/R]

D. J. SHEPHERD & Co. (ENFIELD), Ltd. can offer:—

IMMEDIATE delivery of Triumph Mayflower.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [N4009]

ORDERS accepted for favourable delivery.—Pride & Clarke Ltd., Stockwell Rd., S.W.9. BH. 6251. [0741/R]

TRIUMPH

LANKESTER ENG Co., Ltd. Standard & Triumph distributors; complete range of new models of show.—59-63, Eden St., Kingston. Kin. 3154. [0895/R]

YOU couldn't do better than secure your new Triumph now. Mayflower saloons available; full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. [N2008]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0021/R]

WOLSELEY

NEWTON OF HUDDERSFIELD.

VIADUCT ST., Huddersfield.

WOLSELEY area dealers.

IMMEDIATE delivery of 6/80 models. [7193]

JACK ROSE, Ltd. (Wolseley Main Agents), offer:—

IMMEDIATE delivery of a new 6/80 saloon.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 5677-8. [N2056]

STEARNS & Co., Ltd. (St. George's Garage), 250, Bromley Rd., Kennington 0061. Sales and Service. [0644]

YOU couldn't do better than secure your new Wolseley now: 4/44 and 6/80 saloons available now; full market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. [N2008]

MISCELLANEOUS CARS

NEWTON OF HUDDERSFIELD.

VIADUCT ST., Huddersfield.

PEUGOT, Renault, Citroen distributors.

IMMEDIATE deliveries. [7192]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rofe & Sons, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 4401. [0015/R]

MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong Siddley, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately.—Call, phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sta. 8000. [0178/R]

NEW CAR SPECIALISTS

AUSTIN

LONDON & W.3.—Frynn & Stevens, Ltd., 57, Acce Lane, Brixton 1155. Repairs and service to Austin exclusively. [0812/R]

LONDON, S.W.16.—Frynn & Stevens, Ltd., 13, Leigham Hall Parade, Streatham 7562. Repairs and service to Austin exclusively. [0813/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO.

VAUXHALL self-drive 1950-52 Wyvern, Velox, heater, costs £7 (13.60 U.S.) per week, winter £8.50 (£11.75 U.S.) per week, small mileage charge; alternative rates: radio, A.A., R.A.C. Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Peckham Mews, S.E.7. Western 4108. Cables: Synchro, London. [0636/R]

MANCHESTER.—Drive yourself 1953 saloons; overseas visitors specially catered for.

SURREYFLEET, 47, Upper Choriton Rd., Manchester, 16, Tel. Moss Side 1957. [0646/R]

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear 36, Mackenzie St., Tel. Slough 20501. [0132/R]

OSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Park 9664/5. [0466/R]

IRISH touring, hire it and drive it: the Morris Oxford and Minor.—Sheelburne Motor Co., Ltd., 20, Kildare St., Dublin. [1512]

SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 376, Kennington High St., W.14. Western 2312. [0459/R]

LONTAX Vic. 7771/2, the private chauffeur-driven car hire service; London's lowest rates.—Dolphin Square, S.W.1. [0042/R]

SELF-DRIVE post-war cars at competitive rates.—Rons, Ltd., 8, Choumert Rd., Rye Lane, Peckham New Cross 4103. [1749]

YORKSHIRE.—Drive Yourself (Hull), Ltd.—1951-2 Morris Oxford and Minors.—362, Anlaby Rd., Hull. Tel. 51039. [0064/R]

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6 Ennismore Mews, S.W.7. Kennington 4020. [0051/R]

WIMBLEDON CAR HIRE.—Self-drive specialists. 1951 and '52 Austin A40s and A70s from £1 a day.—Manuel Rd., S.W.19. Wim. 3054. [0041/R]

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WM

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CARS FOR HIRE

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CAR HIRE (MAYFAIR), Ltd. for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40 and A70s from £1 a day to drive yourself.—12, Bourdon St., Berkeley Square, W.1. Mayfair 9869, and at 145, North End Rd., Golders Green, N.W.11. Meadow 2455. [0084/R]

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OVERSEAS visitors: a fleet of 1952-3 Austin Drivenhires for hire to drive yourself, send for illustrated brochure to Drivenhires Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivenhires stations throughout Britain. Also available for home market. [0211/R]

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STORAGE batteries, finest possible specification dry, S uncharged, 12V 75a.h. heavy duty, 19 plates, separate cells, in hardwood cases; price £7/17/6, delivery 9/6. 6 v 80a.h., 15 plates, hard rubber cells, also suitable for 6 cars, tractors, lorries; price £3/7/6, delivery 7/6. T. DEDDINGTON ENGINEERING CO., Ltd., Dept. 10, High St., Teddington, Middx. [0368/R]

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266hp, 268hp, 270hp, 272hp, 274hp, 276hp, 278hp, 280hp, 282hp, 284hp, 286hp, 288hp, 290hp, 292hp, 294hp, 296hp, 298hp, 300hp, 302hp, 304hp, 306hp, 308hp, 310hp, 312hp, 314hp, 316hp, 318hp, 320hp, 322hp, 324hp, 326hp, 328hp, 330hp, 332hp, 334hp, 336hp, 338hp, 340hp, 342hp, 344hp, 346hp, 348hp, 350hp, 352hp, 354hp, 356hp, 358hp, 360hp, 362hp, 364hp, 366hp, 368hp, 370hp, 372hp, 374hp, 376hp, 378hp, 380hp, 382hp, 384hp, 386hp, 388hp, 390hp, 392hp, 394hp, 396hp, 398hp, 400hp, 402hp, 404hp, 406hp, 408hp, 410hp, 412hp, 414hp, 416hp, 418hp, 420hp, 422hp, 424hp, 426hp, 428hp, 430hp, 432hp, 434hp, 436hp, 438hp, 440hp, 442hp, 444hp, 446hp, 448hp, 450hp, 452hp, 454hp, 456hp, 458hp, 460hp, 462hp, 464hp, 466hp, 468hp, 470hp, 472hp, 474hp, 476hp, 478hp, 480hp, 482hp, 484hp, 486hp, 488hp, 490hp, 492hp, 494hp, 496hp, 498hp, 500hp, 502hp, 504hp, 506hp, 508hp, 510hp, 512hp, 514hp, 516hp, 518hp, 520hp, 522hp, 524hp, 526hp, 528hp, 530hp, 532hp, 534hp, 536hp, 538hp, 540hp, 542hp, 544hp, 546hp, 548hp, 550hp, 552hp, 554hp, 556hp, 558hp, 560hp, 562hp, 564hp, 566hp, 568hp, 570hp, 572hp, 574hp, 576hp, 578hp, 580hp, 582hp, 584hp, 586hp, 588hp, 590hp, 592hp, 594hp, 596hp, 598hp, 600hp, 602hp, 604hp, 606hp, 608hp, 610hp, 612hp, 614hp, 616hp, 618hp, 620hp, 622hp, 624hp, 626hp, 628hp, 630hp, 632hp, 634hp, 636hp, 638hp, 640hp, 642hp, 644hp, 646hp, 648hp, 650hp, 652hp, 654hp, 656hp, 658hp, 660hp, 662hp, 664hp, 666hp, 668hp, 670hp, 672hp, 674hp, 676hp, 678hp, 680hp, 682hp, 684hp, 686hp, 688hp, 690hp, 692hp, 694hp, 696hp, 698hp, 700hp, 702hp, 704hp, 706hp, 708hp, 710hp, 712hp, 714hp, 716hp, 718hp, 720hp, 722hp, 724hp, 726hp, 728hp, 730hp, 732hp, 734hp, 736hp, 738hp, 740hp, 742hp, 744hp, 746hp, 748hp, 750hp, 752hp, 754hp, 756hp, 758hp, 760hp, 762hp, 764hp, 766hp, 768hp, 770hp, 772hp, 774hp, 776hp, 778hp, 780hp, 782hp, 784hp, 786hp, 788hp, 790hp, 792hp, 794hp, 796hp, 798hp, 800hp, 802hp, 804hp, 806hp, 808hp, 810hp, 812hp, 814hp, 816hp, 818hp, 820hp, 822hp, 824hp, 826hp, 828hp, 830hp, 832hp, 834hp, 836hp, 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1108hp, 1110hp, 1112hp, 1114hp, 1116hp, 1118hp, 1120hp, 1122hp, 1124hp, 1126hp, 1128hp, 1130hp, 1132hp, 1134hp, 1136hp, 1138hp, 1140hp, 1142hp, 1144hp, 1146hp, 1148hp, 1150hp, 1152hp, 1154hp, 1156hp, 1158hp, 1160hp, 1162hp, 1164hp, 1166hp, 1168hp, 1170hp, 1172hp, 1174hp, 1176hp, 1178hp, 1180hp, 1182hp, 1184hp, 1186hp, 1188hp, 1190hp, 1192hp, 1194hp, 1196hp, 1198hp, 1200hp, 1202hp, 1204hp, 1206hp, 1208hp, 1210hp, 1212hp, 1214hp, 1216hp, 1218hp, 1220hp, 1222hp, 1224hp, 1226hp, 1228hp, 1230hp, 1232hp, 1234hp, 1236hp, 1238hp, 1240hp, 1242hp, 1244hp, 1246hp, 1248hp, 1250hp, 1252hp, 1254hp, 1256hp, 1258hp, 1260hp, 1262hp, 1264hp, 1266hp, 1268hp, 1270hp, 1272hp, 1274hp, 1276hp, 1278hp, 1280hp, 1282hp, 1284hp, 1286hp, 1288hp, 1290hp, 1292hp, 1294hp, 1296hp, 1298hp, 1300hp, 1302hp, 1304hp, 1306hp, 1308hp, 1310hp, 1312hp, 1314hp, 1316hp, 1318hp, 1320hp, 1322hp, 1324hp, 1326hp, 1328hp, 1330hp, 1332hp, 1334hp, 1336hp, 1338hp, 1340hp, 1342hp, 1344hp, 1346hp, 1348hp, 1350hp, 1352hp, 1354hp, 1356hp, 1358hp, 1360hp, 1362hp, 1364hp, 1366hp, 1368hp, 1370hp, 1372hp, 1374hp, 1376hp, 1378hp, 1380hp, 1382hp, 1384hp, 1386hp, 1388hp, 1390hp, 1392hp, 1394hp, 1396hp, 1398hp, 1400hp, 1402hp, 1404hp, 1406hp, 1408hp, 1410hp, 1412hp, 1414hp, 1416hp, 1418hp, 1420hp, 1422hp, 1424hp, 1426hp, 1428hp, 1430hp, 1432hp, 1434hp, 1436hp, 1438hp, 1440hp, 1442hp, 1444hp, 1446hp, 1448hp, 1450hp, 1452hp, 1454hp, 1456hp, 1458hp, 1460hp, 1462hp, 1464hp, 1466hp, 1468hp, 1470hp, 1472hp, 1474hp, 1476hp, 1478hp, 1480hp, 1482hp, 1484hp, 1486hp, 1488hp, 1490hp, 1492hp, 1494hp, 1496hp, 1498hp, 1500hp, 1502hp, 1504hp, 1506hp, 1508hp, 1510hp, 1512hp, 1514hp, 1516hp, 1518hp, 1520hp, 1522hp, 1524hp, 1526hp, 1528hp, 1530hp, 1532hp, 1534hp, 1536hp, 1538hp, 1540hp, 1542hp, 1544hp, 1546hp, 1548hp, 1550hp, 1552hp, 1554hp, 1556hp, 1558hp, 1560hp, 1562hp, 1564hp, 1566hp, 1568hp, 1570hp, 1572hp, 1574hp, 1576hp, 1578hp, 1580hp, 1582hp, 1584hp, 1586hp, 1588hp, 1590hp, 1592hp, 1594hp, 1596hp, 1598hp, 1600hp, 1602hp, 1604hp, 1606hp, 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1858hp, 1860hp, 1862hp, 1864hp, 1866hp, 1868hp, 1870hp, 1872hp, 1874hp, 1876hp, 1878hp, 1880hp, 1882hp, 1884hp, 1886hp, 1888hp, 1890hp, 1892hp, 1894hp, 1896hp, 1898hp, 1900hp, 1902hp, 1904hp, 1906hp, 1908hp, 1910hp, 1912hp, 1914hp, 1916hp, 1918hp, 1920hp, 1922hp, 1924hp, 1926hp, 1928hp, 1930hp, 1932hp, 1934hp, 1936hp, 1938hp, 1940hp, 1942hp, 1944hp, 1946hp, 1948hp, 1950hp, 1952hp, 1954hp, 1956hp, 1958hp, 1960hp, 1962hp, 1964hp, 1966hp, 1968hp, 1970hp, 1972hp, 1974hp, 1976hp, 1978hp, 1980hp, 1982hp, 1984hp, 1986hp, 1988hp, 1990hp, 1992hp, 1994hp, 1996hp, 1998hp, 2000hp, 2002hp, 2004hp, 2006hp, 2008hp, 2010hp, 2012hp, 2014hp, 2016hp, 2018hp, 2020hp, 2022hp, 2024hp, 2026hp, 2028hp, 2030hp, 2032hp, 2034hp, 2036hp, 2038hp, 2040hp, 2042hp, 2044hp, 2046hp, 2048hp, 2050hp, 2052hp, 2054hp, 2056hp, 2058hp, 2060hp, 2062hp, 2064hp, 2066hp, 2068hp, 2070hp, 2072hp, 2074hp, 2076hp, 2078hp, 2080hp, 2082hp, 2084hp, 2086hp, 2088hp, 2090hp, 2092hp, 2094hp, 2096hp, 2098hp, 2100hp, 2102hp, 2104hp, 2106hp, 2108hp, 2110hp, 2112hp, 2114hp, 2116hp, 2118hp, 2120hp, 2122hp, 2124hp, 2126hp, 2128hp, 2130hp, 2132hp, 2134hp, 2136hp, 2138hp, 2140hp, 2142hp, 2144hp, 2146hp, 2148hp, 2150hp, 2152hp, 2154hp, 2156hp, 2158hp, 2160hp, 2162hp, 2164hp, 2166hp, 2168hp, 2170hp, 2172hp, 2174hp, 2176hp, 2178hp, 2180hp, 2182hp, 2184hp, 2186hp, 2188hp, 2190hp, 2192hp, 2194hp, 2196hp, 2198hp, 2200hp, 2202hp, 2204hp, 2206hp, 2208hp, 2210hp, 2212hp, 2214hp, 2216hp, 2218hp, 2220hp, 2222hp, 2224hp, 2226hp, 2228hp, 2230hp, 2232hp, 2234hp, 2236hp, 2238hp, 2240hp, 2242hp, 2244hp, 2246hp, 2248hp, 2250hp, 2252hp, 2254hp, 2256hp, 2258hp, 2260hp, 2262hp, 2264hp, 2266hp, 2268hp, 2270hp, 2272hp, 2274hp, 2276hp, 2278hp, 2280hp, 2282hp, 2284hp, 2286hp, 2288hp, 2290hp, 2292hp, 2294hp, 2296hp, 2298hp, 2300hp, 2302hp, 2304hp, 2306hp, 2308hp, 2310hp, 2312hp, 2314hp, 2316hp, 2318hp, 2320hp, 2322hp, 2324hp, 2326hp, 2328hp, 2330hp, 2332hp, 2334hp, 2336hp, 2338hp, 2340hp, 2342hp, 2344hp, 2346hp, 2348hp, 2350hp, 2352hp, 2354hp, 2356hp, 2358hp, 2360hp, 2362hp, 2364hp, 2366hp, 2368hp, 2370hp, 2372hp, 2374hp, 2376hp, 2378hp, 2380hp, 2382hp, 2384hp, 2386hp, 2388hp, 2390hp, 2392hp, 2394hp, 2396hp, 2398hp, 2400hp, 2402hp, 2404hp, 2406hp, 2408hp, 2410hp, 2412hp, 2414hp, 2416hp, 2418hp, 2420hp, 2422hp, 2424hp, 2426hp, 2428hp, 2430hp, 2432hp, 2434hp, 2436hp, 2438hp, 2440hp, 2442hp, 2444hp, 2446hp, 2448hp, 2450hp, 2452hp, 2454hp, 2456hp, 2458hp, 2460hp, 2462hp, 2464hp, 2466hp, 2468hp, 2470hp, 2472hp, 2474hp, 2476hp, 2478hp, 2480hp, 2482hp, 2484hp, 2486hp, 2488hp, 2490hp, 2492hp, 2494hp, 2496hp, 2498hp, 2500hp, 2502hp, 2504hp, 2506hp, 2508hp, 2510hp, 2512hp, 2514hp, 2516hp, 2518hp, 2520hp, 2522hp, 2524hp, 2526hp, 2528hp, 2530hp, 2532hp, 2534hp, 2536hp, 2538hp, 2540hp, 2542hp, 2544hp, 2546hp, 2548hp, 2550hp, 2552hp, 2554hp, 2556hp, 2558hp, 2560hp, 2562hp, 2564hp, 2566hp, 2568hp, 2570hp, 2572hp, 2574hp, 2576hp, 2578hp, 2580hp, 2582hp, 2584hp, 2586hp, 2588hp, 2590hp, 2592hp, 2594hp, 2596hp, 2598hp, 2600hp, 2602hp, 2604hp, 2606hp, 2608hp, 2610hp, 2612hp, 2614hp, 2616hp, 2618hp, 2620hp, 2622hp, 2624hp, 2626hp, 2628hp, 2630hp, 2632hp, 2634hp, 2636hp, 2638hp, 2640hp, 2642hp, 2644hp, 2646hp, 2648hp, 2650hp, 2652hp, 2654hp, 2656hp, 2658hp, 2660hp, 2662hp, 2664hp, 2666hp, 2668hp, 2670hp, 2672hp, 2674hp, 2676hp, 2678hp, 2680hp, 2682hp, 2684hp, 2686hp, 2688hp, 2690hp, 2692hp, 2694hp, 2696hp, 2698hp, 2700hp, 2702hp, 2704hp, 2706hp, 2708hp, 2710hp, 2712hp, 2714hp, 2716hp, 2718hp, 2720hp, 2722hp, 2724hp, 2726hp, 2728hp, 2730hp, 2732hp, 2734hp, 2736hp, 2738hp, 2740hp, 2742hp, 2744hp, 2746hp, 2748hp, 2750hp, 2752hp, 2754hp, 2756hp, 2758hp, 2760hp, 2762hp, 2764hp, 2766hp, 2768hp, 2770hp, 2772hp, 2774hp, 2776hp, 2778hp, 2780hp, 2782hp, 2784hp, 2786hp, 2788hp, 2790hp, 2792hp, 2794hp, 2796hp, 2798hp, 2800hp, 2802hp, 2804hp, 2806hp, 2808hp, 2810hp, 2812hp, 2814hp, 2816hp, 2818hp, 2820hp, 2822hp, 2824hp, 2826hp, 2828hp, 2830hp, 2832hp, 2834hp, 2836hp, 2838hp, 2840hp, 2842hp, 2844hp, 2846hp, 2848hp, 2850hp, 2852hp, 2854hp, 2856hp, 2858hp, 2860hp, 2862hp, 2864hp, 2866hp, 2868hp, 2870hp, 2872hp, 2874hp, 2876hp, 2878hp, 2880hp, 2882hp, 2884hp, 2886hp, 2888hp, 2890hp, 2892hp, 2894hp, 2896hp, 2898hp, 2900hp, 2902hp, 2904hp, 2906hp, 2908hp, 2910hp, 2912hp, 2914hp, 2916hp, 2918hp, 2920hp, 2922hp, 2924hp, 2926hp, 2928hp, 2930hp, 2932hp, 2934hp, 2936hp, 2938hp, 2940hp, 2942hp, 2944hp, 2946hp, 2948hp, 2950hp, 2952hp, 2954hp, 2956hp, 2958hp, 2960hp, 2962hp, 2964hp, 2966hp, 2968hp, 2970hp, 2972hp, 2974hp, 2976hp, 2978hp, 2980hp, 2982hp, 2984hp, 2986hp, 2988hp, 2990hp, 2992hp, 2994hp, 2996hp, 2998hp, 3000hp, 3002hp, 3004hp, 3006hp, 3008hp, 3010hp, 3012hp, 3014hp, 3016hp, 3018hp, 3020hp, 3022hp, 3024hp, 3026hp, 3028hp, 3030hp, 3032hp, 3034hp, 3036hp, 3038hp, 3040hp, 3042hp, 3044hp, 3046hp, 3048hp, 3050hp, 3052hp, 3054hp, 3056hp, 3058hp, 3060hp, 3062hp, 3064hp, 3066hp, 3068hp, 3070hp, 3072hp, 3074hp, 3076hp, 3078hp, 3080hp, 3082hp, 3084hp, 3086hp, 3088hp, 3090hp, 3092hp, 3094hp, 3096hp, 3098hp, 3100hp, 3102hp, 3104hp, 3106hp, 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GIRLING, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine makers' parts only; trade enquiries invited.

The Headingley Motor & Engineering Co., Ltd., 8, Orley Rd., Leeds, 6. Tel. Leeds 52627/6. [0634/R]

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control; conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford—**University Motors Ltd.**, Newton Distributors, 7, Bertford St., London, W.1. Gros. 4141. [0250/R]

SCOTLAND—For shock absorber service contact the leading stockists, **Armstrong, Girling-Luvax, Newton, Woodhead, Monroe**; all models stocked; immediate despatch of replacement units or conversion sets; trade or retail enquiries welcomed.—**Inglis Automobiles** 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [0550/R]

SPEEDOMETERS

RICHFIELD.

SPEEDOMETER repairs—Ret. counters, electric and lever clocks by England's most prominent, efficient and economical service; immediate replacement for most types, others within 48 hours, any make handled by our fully qualified staff; all repairs guaranteed.—See below.

S-type; state year make and h.p.; all cables guaranteed.

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Tel. 9402 (5 lines). Established 19 years. [0070/R]

SPEEDOMETERS

SPEEDOMETER SUPPLY Co., Ltd., 54, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R]

PRIDE & CLARKE, Ltd.—All spares in stock, speeds heads repaired and set to zero from 15/-; quick service and quotations—**Stockwell Rd., S.W.9.** Br. 6251. [0742/R]

AUTO TEMPO METER Co., Ltd., Speedometer Specialist. **ALL** makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; 21 instruments guaranteed six months; ex-warehouse 25 years—**140-2, King's Cross Rd., London, W.C.1.** Terminus 0655-4. [0546/R]

SPRINGS

LARGE stocks of road springs for all popular vehicles at low prices.—**Witham's 18, Balham Hill, S.W.12.** Battersea 3280/3769. [0312/R]

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Required or manufactured, a1 springs tested for static load and rate of def.—**36a, High St., Wimbledon**. [0251/R]

SUPERCHARGERS

CARBURETTORS, Ltd., manufacturers of the

ARNOTT low-pressure supercharger can give early delivery of installations for M.O.; Morris Minor, Oxford, Austin A40, all Fords; Riley 1½-litre; Flansdards, Triumphs, Citroens, Hillman, Bristol, Humber, Sunbeam-Talbot; Wolseley 6-80 and other cars.

CARBURETTORS, Ltd., Orange Rd., N.W.10. Tel. Willenden 5501. [0177/R]

MARSHALL-NORDEC low-pressure supercharger installations guarantee outstanding acceleration 100% hill climbing and greater power with complete reliability; installations for Alford, Ford, M.G., Morris, Triumph Vanguard, etc., for home and export orders, prices from £60 complete with all fittings.

NORTH DOWNS ENGINEERING Co., Westway, Caterham, Caterham 2365. [0755/R]

TYRES AND TUBES

TYRES—Tyres—Tyres

MAKE the road safer, tyres are expensive; protect your own life and the lives of others by having good tyres. We will sell on easy payment if so desired.

CLEVELAND'S GARAGE, Felkiss Rd., Ipswich Tel. Ipswich 7738. [0565/R]

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 90 years standing—**89-97, Stockwell Rd., London S.W.9.** Tel. Brixton 2026 (12 lines). [0150/R]

NEW clearance tubes, 4.00x18, to clear at 6/6 each, postage and packing 1/3.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286-302, Camberwell Rd., London, E.5. Tel. Newington 216. [M3002/R]

SHARMAN'S TYRE SERVICE for deep tread guaranteed remoulds at new reduced prices.

5.90—13, 63/6, 5.00-14, 55/9; 5.25-15, 65/-; 5.50-15, 69/6; 5.75-15, 74/6; 6.00-15, 79/6; 6.50-15, 92/6; 7.00-15, 99/6; 7.50-15, 104/6; 8.00-15, 109/6; 8.50-15, 114/6; 9.00-15, 119/6; 9.50-15, 124/6; 10.00-15, 129/6; 10.50-15, 134/6; 11.00-15, 139/6; 11.50-15, 144/6; 12.00-15, 149/6; 12.50-15, 154/6; 13.00-15, 159/6; 13.50-15, 164/6; 14.00-15, 169/6; 14.50-15, 174/6; 15.00-15, 179/6; 15.50-15, 184/6; 16.00-15, 189/6; 16.50-15, 194/6; 17.00-15, 199/6; 17.50-15, 204/6; 18.00-15, 209/6; 18.50-15, 214/6; 19.00-15, 219/6; 19.50-15, 224/6; 20.00-15, 229/6; 20.50-15, 234/6; 21.00-15, 239/6; 21.50-15, 244/6; 22.00-15, 249/6; 22.50-15, 254/6; 23.00-15, 259/6; 23.50-15, 264/6; 24.00-15, 269/6; 24.50-15, 274/6; 25.00-15, 279/6; 25.50-15, 284/6; 26.00-15, 289/6; 26.50-15, 294/6; 27.00-15, 299/6; 27.50-15, 304/6; 28.00-15, 309/6; 28.50-15, 314/6; 29.00-15, 319/6; 29.50-15, 324/6; 30.00-15, 329/6; 30.50-15, 334/6; 31.00-15, 339/6; 31.50-15, 344/6; 32.00-15, 349/6; 32.50-15, 354/6; 33.00-15, 359/6; 33.50-15, 364/6; 34.00-15, 369/6; 34.50-15, 374/6; 35.00-15, 379/6; 35.50-15, 384/6; 36.00-15, 389/6; 36.50-15, 394/6; 37.00-15, 399/6; 37.50-15, 404/6; 38.00-15, 409/6; 38.50-15, 414/6; 39.00-15, 419/6; 39.50-15, 424/6; 40.00-15, 429/6; 40.50-15, 434/6; 41.00-15, 439/6; 41.50-15, 444/6; 42.00-15, 449/6; 42.50-15, 454/6; 43.00-15, 459/6; 43.50-15, 464/6; 44.00-15, 469/6; 44.50-15, 474/6; 45.00-15, 479/6; 45.50-15, 484/6; 46.00-15, 489/6; 46.50-15, 494/6; 47.00-15, 499/6; 47.50-15, 504/6; 48.00-15, 509/6; 48.50-15, 514/6; 49.00-15, 519/6; 49.50-15, 524/6; 50.00-15, 529/6; 50.50-15, 534/6; 51.00-15, 539/6; 51.50-15, 544/6; 52.00-15, 549/6; 52.50-15, 554/6; 53.00-15, 559/6; 53.50-15, 564/6; 54.00-15, 569/6; 54.50-15, 574/6; 55.00-15, 579/6; 55.50-15, 584/6; 56.00-15, 589/6; 56.50-15, 594/6; 57.00-15, 599/6; 57.50-15, 604/6; 58.00-15, 609/6; 58.50-15, 614/6; 59.00-15, 619/6; 59.50-15, 624/6; 60.00-15, 629/6; 60.50-15, 634/6; 61.00-15, 639/6; 61.50-15, 644/6; 62.00-15, 649/6; 62.50-15, 654/6; 63.00-15, 659/6; 63.50-15, 664/6; 64.00-15, 669/6; 64.50-15, 674/6; 65.00-15, 679/6; 65.50-15, 684/6; 66.00-15, 689/6; 66.50-15, 694/6; 67.00-15, 699/6; 67.50-15, 704/6; 68.00-15, 709/6; 68.50-15, 714/6; 69.00-15, 719/6; 69.50-15, 724/6; 70.00-15, 729/6; 70.50-15, 734/6; 71.00-15, 739/6; 71.50-15, 744/6; 72.00-15, 749/6; 72.50-15, 754/6; 73.00-15, 759/6; 73.50-15, 764/6; 74.00-15, 769/6; 74.50-15, 774/6; 75.00-15, 779/6; 75.50-15, 784/6; 76.00-15, 789/6; 76.50-15, 794/6; 77.00-15, 799/6; 77.50-15, 804/6; 78.00-15, 809/6; 78.50-15, 814/6; 79.00-15, 819/6; 79.50-15, 824/6; 80.00-15, 829/6; 80.50-15, 834/6; 81.00-15, 839/6; 81.50-15, 844/6; 82.00-15, 849/6; 82.50-15, 854/6; 83.00-15, 859/6; 83.50-15, 864/6; 84.00-15, 869/6; 84.50-15, 874/6; 85.00-15, 879/6; 85.50-15, 884/6; 86.00-15, 889/6; 86.50-15, 894/6; 87.00-15, 899/6; 87.50-15, 904/6; 88.00-15, 909/6; 88.50-15, 914/6; 89.00-15, 919/6; 89.50-15, 924/6; 90.00-15, 929/6; 90.50-15, 934/6; 91.00-15, 939/6; 91.50-15, 944/6; 92.00-15, 949/6; 92.50-15, 954/6; 93.00-15, 959/6; 93.50-15, 964/6; 94.00-15, 969/6; 94.50-15, 974/6; 95.00-15, 979/6; 95.50-15, 984/6; 96.00-15, 989/6; 96.50-15, 994/6; 97.00-15, 999/6; 97.50-15, 1004/6; 98.00-15, 1009/6; 98.50-15, 1014/6; 99.00-15, 1019/6; 99.50-15, 1024/6; 100.00-15, 1029/6; 100.50-15, 1034/6; 101.00-15, 1039/6; 101.50-15, 1044/6; 102.00-15, 1049/6; 102.50-15, 1054/6; 103.00-15, 1059/6; 103.50-15, 1064/6; 104.00-15, 1069/6; 104.50-15, 1074/6; 105.00-15, 1079/6; 105.50-15, 1084/6; 106.00-15, 1089/6; 106.50-15, 1094/6; 107.00-15, 1099/6; 107.50-15, 1104/6; 108.00-15, 1109/6; 108.50-15, 1114/6; 109.00-15, 1119/6; 109.50-15, 1124/6; 110.00-15, 1129/6; 110.50-15, 1134/6; 111.00-15, 1139/6; 111.50-15, 1144/6; 112.00-15, 1149/6; 112.50-15, 1154/6; 113.00-15, 1159/6; 113.50-15, 1164/6; 114.00-15, 1169/6; 114.50-15, 1174/6; 115.00-15, 1179/6; 115.50-15, 1184/6; 116.00-15, 1189/6; 116.50-15, 1194/6; 117.00-15, 1199/6; 117.50-15, 1204/6; 118.00-15, 1209/6; 118.50-15, 1214/6; 119.00-15, 1219/6; 119.50-15, 1224/6; 120.00-15, 1229/6; 120.50-15, 1234/6; 121.00-15, 1239/6; 121.50-15, 1244/6; 122.00-15, 1249/6; 122.50-15, 1254/6; 123.00-15, 1259/6; 123.50-15, 1264/6; 124.00-15, 1269/6; 124.50-15, 1274/6; 125.00-15, 1279/6; 125.50-15, 1284/6; 126.00-15, 1289/6; 126.50-15, 1294/6; 127.00-15, 1299/6; 127.50-15, 1304/6; 128.00-15, 1309/6; 128.50-15, 1314/6; 129.00-15, 1319/6; 129.50-15, 1324/6; 130.00-15, 1329/6; 130.50-15, 1334/6; 131.00-15, 1339/6; 131.50-15, 1344/6; 132.00-15, 1349/6; 132.50-15, 1354/6; 133.00-15, 1359/6; 133.50-15, 1364/6; 134.00-15, 1369/6; 134.50-15, 1374/6; 135.00-15, 1379/6; 135.50-15, 1384/6; 136.00-15, 1389/6; 136.50-15, 1394/6; 137.00-15, 1399/6; 137.50-15, 1404/6; 138.00-15, 1409/6; 138.50-15, 1414/6; 139.00-15, 1419/6; 139.50-15, 1424/6; 140.00-15, 14

PARTS AND ACCESSORIES, REPAIRERS, ETC.

Tires Wanted
PLEASE send us, carriage paid, your sound covers fit for remoulding; these sizes urgently required, 450-17, 450-18, 450-19, 500-18, 500-19, 500-20, 550-18, 550-19, 600-18, 600-19, 15/- each; cash despatched within 24 hours of approval; please label plainly.
SARMANS TYRE SERVICE, LAMARK Rd., London, S.W.1, London, W.9, Cunningham 7521-2. [0675/R]

WHEELS, DISCS, ETC.
ALL types of wheels required, replacement service.—**W. & L. Page, Pottery Rd., Brentford, Middlesex.** [0680/R]
MOST types of easy clean and wire wheels in stock.—**Turner & Knight, Southfield Paddocks, Pops Lane, Ealing, London, W.5. Eal 4298.** [0678/R]

WHEELS, DISCS, ETC.
EASICLEAN wire wheel disc for all car makes.—**Call: 4, Nevill Rd., Stoke Newington, N.16.** [7165]
WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—**Coopers, 569, Stapleton Rd., Eastville, Bristol.** [5033]

CLARE'S MOTOR WORKS—Large stocks wheels, wire Easy Clean and Artillery; rebuilt and second-hand exchange service.—**260, Knights Hill, West Norwood, S.E.27. Olpy Hill 0132.** [0623/R]
WEST LONDON REPAIR CO., Ltd., Wilm. 6316/7.—Wire wheels repaired, converted, respined, re-enamelled. East clean wheels repaired, retread.—**56, High St., Wimbledon.** [0638/R]

WHEELS, DISCS, ETC.
CHROME Mud Caps for every make of car in stock from 6/- each.—**Enfield Tyre, 123, Baker St., Enfield N.26.** Also 1055, Churchchurch Rd., Bournemouth, and Castle Lane, Torquay. [0432/R]

WINDSCREENS
AUSTIN 7, 1932-34, 44/5; Ford 8-10, 45/5; trade also supplied.—**D. W. Price, Neasden Lane, N.W.10.** [0258/R]

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreen, Ford, Austin 7, fixed and sliding windows for utilities.—**Biophosphate 9611-3.** [0906/R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY
MARGATE district, garage, 20 lock-ups, 5 pumps, good living freehold; £5,500.—**Box 4789.** [7220]
FILLING station, garage and workshops, 4 electric pumps, living accommodation, very busy main road near Bournemouth.—**Box 4897.** [7312]

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 11, Pavilion Buildings, Brighton (Tel. 25284), offer the following:
SUFFOLK—Main road filling station and garage business for disposal with 9-roomed house, petrol 800 gals. weekly, freehold and goodwill; £7,750.

HANTS—Magnificently situated garage and engineering works, with modern house and bungalow; petrol sales exceed 90,000 gals. p.a.; freehold, goodwill and equipment; £32,250, s.a.v.
FURTHER particulars of above and other garages available from Gladding, Son & Wing, as [M2021A]

FOR garage and motor business vendors or purchasers should always consult the specialist agents.—**John Swait & Son, Ltd., The Mail, Ealing, W.5. (Ealing 2866).** [0646/R]

FILLING station, main trunk road, good living; 4 acres land, all services; cafe seats 50; 3 pumps; agencies: turnover £12,000 p.a. approx.; as going concern; Dorset; £7,500.—**Box 4892.** [7373]

GARAGE, petrol station and det. build. nr. Rainham, Kent, 3 beds, etc., large workshop, 2 elec. pumps, etc., accs. £20,000 gals. scope; £4,750 freehold.—**Adams & Co., 4, Sundridge Parade, Bromley, Rav. 6745.** [7200]

STAINES (near) Garage business, accommodation for 30 cars plus 5 lock-ups, 3 petrol pumps, etc., inc. det. house, 3 beds, 2 rec., bath, etc.; freehold; £10,500.—**Corry & Corry, 29, Clarence St., Staines (Tel. Staines 6268-7).** [7225]

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 22, King St., St. James's S.W.1, Tel. Whitehall 2721 (10 lines). [0290]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—**Goy & Richards, Ltd., 555, Watford Way, Mill Hill, N.W.7. Mil. 4508.** [0546/R]

GARAGE, petrol station motor businesses, large selection available details upon application stating requirements.—**Apply Church, Howard & Hills, Ltd., The Garage Specialists, 39, Ken Rd., Richmond, Surrey. Ric. 2551/2/3.** [M1047]

ALDRIDGE (Est. 1753), Auctioneers and Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

SUREY—Busy suburb on main Brighton road; well-situated garage filling station; 5 pumps; workshop, offices and lock-ups; suitable development; freehold, £11,500; large mortgage available.

HOUNSLOW—Est. motor business, popular agencies; sound concern with substantial profits, vendor retiring; modern main road freehold showroom offices and workshop; offered as going concern or would let on long lease.

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2552. [M1004]

GARAGE, workshops, storage and repair on outskirts of busy Worcestershire town, together with house having 3 bedrooms, etc., long frontage; vacant possession; as going concern £3,000 freehold; s.a.v.—**Sole Agent, Dudley A. Jarrett, 52 Broadway, Mill Hill, London, N.W.7. (Tel. 1653/1847).** [7479]

WELL-KNOWN garage and filling station for sale, main London-Liverpool road in Midlands; established 30 years; building 4,000 sq ft and large parking area; frontage 140ft; 12 pumps, very large throughput; a money-maker for two young and energetic partners; reason for sale, owner retiring.—**Box 4635.** [7066]

WESTGATE-ON-SEA, Kent—Garage business, repairs, petrol and accessories; 1,500 sq. ft. petrol station; £3,500 freehold; unfurnished house available for renting to purchaser if desired; full particulars.—**Sole Agents, Benefield & Cornford, Town Hall Buildings, Westgate-on-Sea. (Tel. Thanet 3101).** [7260]

CARDIFF area.—Unique opportunity: high-class garage petrol station; exceptionally remunerative; steadily increasing trade; entirely unopposed; "protected" site, serving entire residential area; excellent residence attached; facilities for extension; price, everything; £6,000 (definitely no offers); audited accounts, further particulars, personal interview.—**Sole Agents: Crieble, High St., Cardiff (21676-7).** [7242]

GARAGE, East Midlands, one mile from county town, good agency, petrol sales 70,000; cars and commercial vehicles main agency, Routon group dealers, good workshops and equipment, established twenty-five years, road house attached, two showrooms each holding two cars, very sound business, good staff, good scope for two sound men, one managerial and one technical; present owner can no longer cope with expanding business and does not want partnership; £18,000.—**Box 4742.** [7202]

BUSINESS AND PROPERTY
FREEHOLD garage for sale, North West Hampshire; sound repairs connection with proportion agricultural work, excellent adequate equipment, petrol sales 26,000 gallons, good battery sales; tobacco licence; turnover £8,000 p.a.; £7,500, s.a.v.—**Lewis & Bedcock, Brookley Rd., Bournemouth. Tel. 3518; 40, High St., Lymington, Tel. 89.** [7267]

BIRMINGHAM—Excellent garage, filling station and taxi business, petrol sales 2,500 weekly, large oil sales; 12 excellent cars; contracts signed for next 12 months, worth £14,000 p.a., fully equipped garage, space to garage 24 cars, 16 V. cars, etc., in stock; 16 persons on staff, profits last year £3,000; also freehold, mod. house, 2 miles from business; this is Birmingham's largest private hire taxi business; all-in price £14,000; owner retiring but will stay 3 months with purchaser.—**H. Dean, 26 Chestnut Drive, Erdington, Birmingham, 24.** [6566]

Business & Property Wanted
FREEHOLD filling station only required, good petrol sales, nice living accommodation; on coast road preferable.—**Box 4914.** [7472]

SMALL filling station or garage, with good living accommodation, on the South Coast, between Worthing and Southampton.—**Particulars to Box 4359.** [6218]

REQUIRED south or west of London: main road filling station with good living accommodation; petrol sales around 2,000 gals. p.w.; good price paid for suitable concern.—**Details to V. P. c/o Gladding, Son & Wing, Chartered Surveyors, 8-11, Pavilion Buildings, Brighton. Usual commission required.** [M2021A]

SITUATIONS VACANT
The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 16-59 inclusive, unless he or she or her employer is exempted from the provisions of The Notification of Vacancies Order 1952.

SERVICE manager, sound technical and office experience particularly Numed; S. London.—**Box 4745.** [7188]

LECTURER-DEMONSTRATOR, whole time, auto, engines, petrol and diesel, state experience and salary.—**South-West London.—Box 4525.** [6680]

SALESMAN required, experienced in new and used cars, progressive position, by Rover distributors.—**Coxeter & Co., Ltd., Park End St., Oxford.** [7465]

MERSEYSIDE car distributors require the services of a car salesman, up-to-date knowledge essential; write in full detail, including past experience.—**Box 4596.** [6880]

CAR salesman required for new and used cars, must be young and enthusiastic, N.W. London district; apply giving details of experience and salary required.—**Box 4675.** [7294]

EXPERIENCED sales representative required by established firm of car distributors, Finchley area; one able to work on own initiative; replies treated in confidence.—**Box 4615.** [6698]

WANTED immediately, storekeeper with knowledge of stores routine and card index system, good wages and working conditions.—**Logsdon's Garage, Ltd., Royston, Herts. Tel. 2281.**

MOTOR mechanic, fully qualified, required for high-class repairs, ideal working conditions and good prospects; apply in writing giving age and experience.—**Egham Motor Co., By-Pass, Egham.** [7289]

TWO vacancies exist with old-established automobile engineers: (1) buyer, excellent salary and commission offered to men with initiative and proved record; good appearance and speech essential; must live within easy reach of Croydon.—**Apply Box 4695.** [7122]

EXPERIENCED motor mechanic required, capable of carrying out complete overhauls and repairs to all types of cars and light commercial vehicles, for garage situated in East Kent Coast town; good salary and permanent position for capable and experienced man.—**Apply Box 4696.** [7075]

LEADING tyre manufacturer has vacancy for sales representative with first-class selling experience; ample scope for promotion for man under 35 with good personality, initiative and ability to thrive in a highly competitive market; salary, car and expenses, superannuation scheme.—**Apply, Box 4597.** [6878]

MOTOR fitters urgently wanted: Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—**Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines).** [M3065]

LARGE old-established firm of distributors require services of man, age around 40, for sales department; if satisfactory directorship offered, and possibility of running entire business; genuine and unique opportunity for man of energy and keenness; Midland district.—**Apply confidentially, Box 4733.** [7185]

SITUATIONS VACANT
STORE manager required, Ford main dealership, knowledge of Ford procedure, cars, trucks and factories essential, no living accommodation offered.—**Channside Motor Co., Ltd., 47, Castle St., Bedford.** [7400]

SALES representative required by Vauxhall, Bedford, Jaguar area dealer; applicants must be of excellent character, possess good personality and support application with highest references; the position is progressive and permanent; write, stating details of age, past experience, salary and commission required; all communications will be treated in the strictest confidence.—**Eagle Motors (Faringdon), Ltd., Station Rd., Faringdon, Berkshire. Tel. 2361/2.** [7197]

ROOTES, Ltd., require a number of salesmen experienced in new and used car and truck sales, also service representatives, technical training and practical experience in automobile business essential; must have initiative and drive, good credentials, and be prepared to take posts anywhere.—**Application in writing to the Secretary, Rootes, Ltd., Devonshire House, Piccadilly, London, W.1.** [6918]

THE Car Collection Co., Ltd., require experienced women drivers for their London, Luton, Coventry and Birmingham Depots. Candidates will be required to undergo a special 2-hour driving test on cars and light commercial vehicles. Hours of work are irregular, and the work is not suitable for those having domestic ties.—**Apply in writing in the first instance to the Staff Manager, 7, Kendall Place, Baker St., W.1.** [4276]

NAYLOR & ROOT, Ltd., require salesmen with thorough knowledge of the motor industry in products to represent them in S.W. London essential; applicants possess at least 15 years in motor trade, real selling ability, pleasing personality and good education.—**Applications in writing to Secretary, Naylor & Root, Ltd., 250, Lavender Hill, Clapham Junction, S.W.11.** [7494]

ONE of the largest paint manufacturing firms in the country requires to recruit the services of a representative who is well-known in the transport industry, and who has a wide experience of industrial selling; he would operate from London or the Midlands; the position is a responsible one, and remuneration will be by salary and bonus with expenses; please apply in strict confidence giving full particulars, qualifications and experience to—**Box 4743.** [7199]

SALESMAN required for car sales department of large and progressive motor organisation in the Midlands; must be able to produce first-class records and have sound knowledge of up-to-date used car values; permanent position on salary and commission basis; with excellent prospects, offered to right man; replies, which will be treated confidentially, should state age, whether married or single, full details of experience, etc., and salary required.—**Box 4648.** [M3019]

SITUATIONS WANTED
WORKSHOP foreman, qualified, experienced all branches, desires change; South, Midlands or West Country.—**Box 4687.** [7258]

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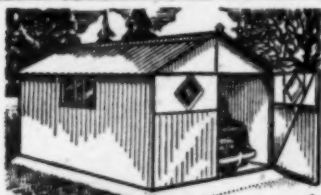
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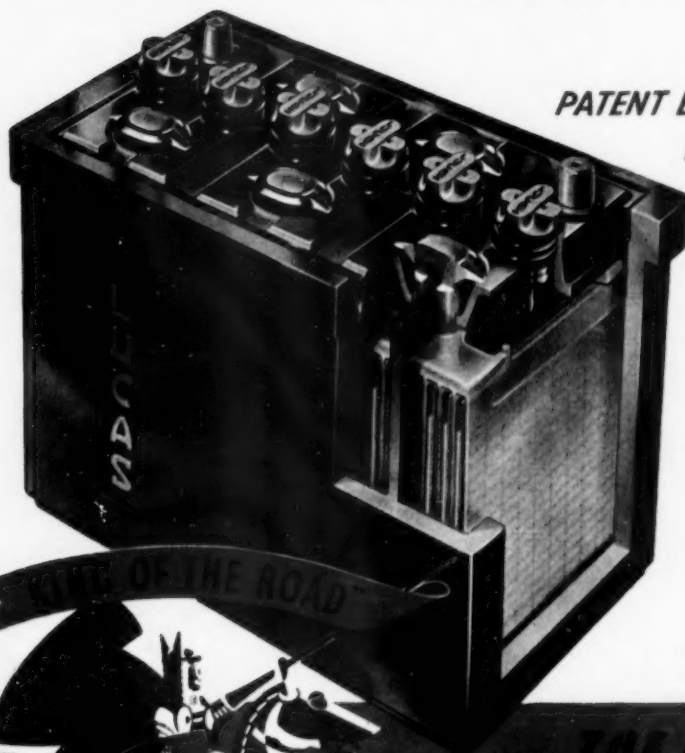


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